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SATURDAY, JANUARY 31, 1925

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LONDON STRIKE.

LATEST DEVELOPMENT.

(Special "Telegraph" Service).

London, Jan. 30.

Lord Peel, the First Commissioner of Works, has invited the leaders of the Trades Unions, the members of which have left their duties at Government offices, to meet him in conference to-morrow morning. The leaders have accepted the invitation, and it is believed that a settlement will be reached.

The strike has, until to-day, not received the sanction of the Trade Unions. The latter have now recognised it, and have agreed to confer with Lord Peel, with the object, it is stated, of getting their members out of the muddle.

The strike is having practically no effect. Clerks are working the lifts and keeping the furnaces burning, and Whitehall is carrying on its work without inconvenience.

THE "BELGENLAND."

ARRIVAL AT DAYLIGHT.

The Red Star liner *Belgenland*, with nearly 500 passengers on a round-the-world tour, steamed into port at daylight this morning, coming in through Lyemun pass and presenting a fine sight.

We gave full details of this liner and her itinerary in yesterday's issue. She is moored to one of the Admiralty buoys, and a special ferry is running as a tender for her passengers, who, besides doing the sights of the Colony, will visit Canton and Macao over the week-end. The *Belgenland* is expected to remain in port three days.

With her crew, entirely a white one, this liner carries more than a thousand souls.

SOMETHING GOOD.

MUSICAL QUARTETTE'S VISIT.

Those Hongkong people who delight in really first-class music have a treat in store next week, for commencing on Tuesday there will appear at the Theatre Royal a most talented quartette of musicians, comprising Miss Dorothy Dawson Campbell (pianist), Mr. Herbert Cave (soprano), Mr. Melsa (violinist) and Mr. Percival Garrett (accompanist).

In a chat with Mr. Phil Carlton, the advance manager, who needs no introduction to Hongkong, we were informed that all four were picked artists, and in confirmation of his statement he handed us a batch of highly eulogistic press notices from leading Indian newspapers. For example, the *Englishman* (Calcutta) spoke of the visit of this quartette as "a memorable event by reason of the fact that it is the most talented combination of exponents of music which has ever come to this city." The *Statesman* also referred to the musicians as "a brilliant quartette," which provided Calcutta with a rare opportunity of listening to good music faultlessly rendered.

These tributes imply that Hongkong is in for a real treat, and we trust that there will be large audiences present during the season. Booking is at Montreil's.

GERMAN PREMIER RE-ELECTED.

Boston, Jan. 30.

Heinrich Brüning has been re-elected German Chancellor.

"KID" MARRIOTT.

RETIRE AFTER 21 YEARS SERVICE.

Ever since he came to the Colony 23 years ago, Sergeant "Kid" Marriott, of the Royal Naval Dockyard Police, appears to have had a preference for doing things single-handed, whether the task on hand be the apprehension of murderers or armed robbers, or the milder one of teaching school-boys how to box. On his retirement from the Force to-day, after 21 years' good and faithful service, he becomes the first Dockyard policeman to retire on full pension, and the good wishes of all his numerous friends will go with him on his well-earned rest.

"Kid" Marriott came to Hongkong in 1902 with the Sherwood Foresters from the South African War, having won the Queen's Medal with five bars, and the D.C.M. He was recently the recipient of the Naval Dockyard Police Medal for long service and is also the holder of a King Edward Medal.

Mr. Marriott joined the Naval Yard Police in 1904 and has several times since then been commended for plucky acts. In 1907, Mr. Baddeley, then C.S.P., commended him for tackling a robber single-handed and taking him into custody, and in 1918 he took part in the famous Gresson Street battle and shot Ng Ming, who was described as the "worst ruffian we have had in Hongkong for many years." When picked up, Ng Ming was found to be the possessor of four revolvers and about 90 rounds of ammunition.

For the part he took in this affair, "Kid" was presented by the police and the community with a gold watch suitably inscribed, the presentation being made by the Hon. Mr. C. McI. Messer. In July, 1918, he was commended by Mr. P. P. J. Wodehouse, the acting C.S.P., for the arrest of a cook-boy who had murdered an ayah.

In his earlier days here, "Kid" Marriott was one of the foremost boxing men in the Colony and he has been the holder of both the featherweight and bantamweight championships of the Orient. He has fought in all some 50 fights in Hongkong, losing only four.

Latterly he has been boxing and fencing instructor at Queen's College, the Ellis Kadoorie School, and the Central British School.

It is to be hoped that Mr. Marriott will see his way clear to remain in the Colony for some time yet and to continue his good work of teaching the younger generation the noble art.

OPUM CONTROL.

AN INTERNATIONAL BOARD.

Geneva, Jan. 30.

The sub-committee of the Opium Conference has practically completed the articles constituting a permanent Board of Control, consisting of seven experts, for the purpose of controlling the opium traffic.

Lord Cecil's proposal has been adopted whereby Britain, France, Japan, Italy, Germany, and the United States shall appoint these experts. The Dutch and Swiss delegates agreed, reserving the right to refer to their governments.

SUBMARINE S. 48.

LEAKING BADLY.

Portsmouth, New Hampshire, Jan. 30.

The lights of submarine S 48 disappeared at night time, probably because the batteries gave out, but the crew had signalled with pocket flashlights "Need help badly."

The vessel at dawn was seen partly submerged, with a perceptible list, as if resting on a mud bank.

The crew were taken off this morning suffering from exposure.

KOWLOON HOSPITAL.

NO OUTSIDE DOCTORS.

It is revealed by the correspondence published with the annual report of the Kowloon Residents' Association that, in connection with the new Kowloon Hospital, the Government does not intend to allow general medical practitioners to attend the patients they send to hospital, and that the hospital will be conducted on the same lines as other Government hospitals. To begin with, there will be but three first-class wards, with one bed in each; four second-class wards, with two beds in each; and 28 third-class beds in two wards. There will be an X-ray plant, but no laboratory. There will be no maternity ward, the Government's comment on this matter being: "As there is a maternity ward at the Victoria Hospital it is considered unnecessary to provide another in Kowloon. To do so would involve the creation of a separate staff of nursing sisters."

We understand that the subject will be made the matter of comment at the forthcoming annual meeting.

GOVERNMENT HOUSE.

THE SECOND NEW YEAR BALL.

On Tuesday, January 20, His Excellency the Governor invited the following to dinner to meet Commodore and Mrs. Stirling: Hon. Sir Claud and Lady Severn, Hon. Mr. and Mrs. Kemp and Mrs. Terry, Hon. Mr. and Mrs. Greasy, Hon. Sir Henry and Lady Pollock, Hon. Mr. and Mrs. Holyoak, Mr. and Mrs. H. H. Compertz, Sir Robert and Lady Ho Tung, Dr. and Mrs. Addison, Mr. and Mrs. A. H. Barlow, Mr. and Mrs. W. L. Pattenden, Mr. and Mrs. J. R. Wood, Mr. and Mrs. S. B. B. McElderry, and Lieut. Stephens, R.N.

Mrs. Stirling was unfortunately unable to attend owing to indisposition. Commodore Stirling was accompanied by Miss Stirling and his Secretary, Paymaster Lieutenant Church.

On Thursday, January 22, His Excellency, accompanied by Captain R. Neville A.D.C., dined with His Honour the Chief Justice.

On Friday, January 23, His Excellency gave a dinner at Government House for Members of the Medical Conference.

On Monday, January 26, owing to a severe cold, His Excellency was obliged to cancel his engagements to attend the Interport football match during the afternoon, and to dine with the Vice-Chancellor of the University in the evening.

On Sunday, February 1, His Excellency will drive out to Fanning Golf Club to present the Governor's Shield and Captain's Cup to the winners of these trophies.

Last Night's Dance. Last night, His Excellency gave a dance at Government House. In Lady Stubbs' absence, Lady Severn accompanied His Excellency at the reception of guests before the dancing commenced. The ball-room and house were decorated with yellow and white chrysanthemums for the occasion. The Royal Marine Band of H.M.S. Hawkins provided the music for the dances. Pressure on our space precludes us from giving a list of the guests invited.

FOOTBALL DANCE.

LAST NIGHT'S FUNCTION.

Informality was the keynote of the Kowloon Football Club dance held at the Hongkong Hotel Roof Garden last evening, and as a result, everyone, friend and stranger alike, spent a thoroughly enjoyable evening. The Interport teams, Hongkong and Shanghai, were invited and the Shanghai men's last evening in the Colony was fittingly celebrated.

The Roof Garden was a blaze of multi-coloured lights, but an even more attractive spectacle was the brightly illuminated

DEARER BREAD.

SHILLING LOAF SOON.

(Special "Telegraph" Service).

London, Jan. 30.

The price of bread in London will be increased on Monday from 10d. to 11d. for a four pound loaf. Flour is now 58s. 6d. per sack, and it is stated that the price of the loaf will be further increased to one shilling if flour reaches 60s.

The present price of 11d. has not been touched since October, 1921.

The corn markets in London and Liverpool have been feverishly active as the result of the boom in wheat prices which is taking place in such centres as Chicago, Winnipeg and Buenos Aires.

KOWLOON LIGHTING.

NATHAN ROAD PROPOSAL.

The correspondence contained in the annual report of the Kowloon Residents' Association reveals that the Committee of the K.R.A. has recently advocated suspended central lighting for Nathan Road—a recommendation which applies to all main roads used by motor-buses. It is not possible to install central electric lighting in such roads, then the candle power of the present lamps should be increased, the suggestion being made that cluster lights should be used in place of the present burners. Whosoever possible, main roads should be lighted by centrally suspended electric lamps of good power.

HONGKONG IMPORTS.

APPREHENSIONS IN CANTON.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton Piece Goods and Fancy Cotton Goods.—Fair quantities of Whites changed hands during the latter days of the old China Year. Re-opening of market after the New Year Festival finds dealers temporarily apprehensive about the political situation in Canton, and as a result, apart from a few meagre complimentary sales, there is no new business to record. Settlement passed off satisfactorily and only one shop has so far failed to open its doors. Latest Cotton quotations received are those of 28th instant:—Sakal-larides 31.75d., Mid. Am. 12.78d. The Manchester market is steady and prospect of further short time necessities extended deliveries being quoted.

Cotton Yarn.—Owing to the Chinese New Year holidays no business has been transacted and market closes with a lower tendency. Quotations are:—No. 10s \$220/238. No. 12s \$225/242. No. 16s \$240/245. No. 20s \$230/240. Arrivals 2,450. Shimen's nil. Sales nil. Unsold stock 8,650 bales. Bargains 2,850 bales.

Woolens.—Very little going on, market not properly opened yet after China New Year.

Raw Cotton.—No business to report.

Metals.—Market—Armor but owing to the holidays not much business reported.

Flour Market Report.—Stock: 800,000 sacks. Market: Steady. Quotations:—American Patent, \$4.55 per sack; American Straight, \$4.00 per sack; American Cut-off, \$3.95 per sack; Shanghai Flour, \$3.50 per sack; Australian No. 1, \$3.95 per sack; Canadian Cut-off, \$3.65 per sack.

Window Glass.—Market is steadier and as the general belief is that the market has touched bottom.

Bugsy.—Market quiet.

Shanghai.—No business.

LORD BALFOUR.

GOING TO PALESTINE.

(Special "Telegraph" Service).

London, Jan. 30.

Lord Balfour has consented to journey next March to Palestine in order to open a new University on Mount Scopus. The ceremony will take place on April 1st.

CONSPIRACY CASE.

U. S. OFFICIALS SENTENCED.

New York, Jan. 30.

Gastros Moans, an ex-agent of the Department of Justice, and Thomas B. Foldor, his attorney, have been convicted on a charge of conspiracy to bribe a Government official in connection with the "glass coffin" fraud case, 1923. Moans was sentenced to two years in a penitentiary, and each accused was fined ten thousand dollars. Moans has had a sensational career. He was an agent in the Department of Justice during the regime of Mr. Daugherty as Attorney General and his name was frequently mentioned during the oil investigations early last year. It was alleged that Moans' secretary collected sixty five thousand dollars from plaintiffs on the representation that the money would be used to bribe officials to drop prosecutions for the alleged use of the mails to defraud.

—*Reuter's American Service.*

RAILWAY RESERVISTS.

MR. WALSH EXPLAINS.

London, Jan. 30.

Though he denies knowledge of the action of the Army authorities, in conjunction with the railway companies, for the recruitment of Railway Reservists, Mr. Stephen Walsh, in a letter to Mr. Arthur Henderson on January 8, published by the Trades Union Congress and the Labour Party, explicitly states that "the sole reason for the development of a Supplementary Reserve is for purposes outside the United Kingdom, if the mobilisation and despatch of an Expeditionary force is necessitated."

Mr. Walsh adds that an Army Order guarantees that the Reserve will not be liable to be called out in aid of civil power.

—*Reuter.*

AIDE-DE-CAMP OF MR. "A."

TO BE TRIED IN FRANCE.

Paris, Jan. 30.

The French Court has refused to grant the extradition of Captain Arthur, the aide-de-camp of Sir Hari Singh (Mr. "A"), the court basing the decision on the French Statute of Limitations.

The aide-de-camp, it will be recalled, was arrested in a Paris tourist agency on December 1st. Capt. Arthur will be tried in France with receiving stolen property, with which he was formally charged to-day.

—*Reuter.*

SCULLING TITLE.

FORTHCOMING MATCH.

Sydney, Jan. 30.

Paddon having relinquished the world's sculling championship W. McDavitt and Major Goodall are matched to contest the title.

—*Reuter.*

Bulls and Inners

From the Office Butts.

The O. B. I. in this week awarded to the gentleman who, with conspicuous candour and \$5,000 to the widow of the Unknown Warrior.

No doubt the interport yachting contests were won by superior tactics.

In the main, Hongkong had better craft, but our visitors had nothing to jib at.

Hongkong has been a cracker-jack city this week.

"Alfonso's Day: Spain's Polar King," says a contemporary. But still he received a warm reception.

The Jack Tars shouted hard for Shanghai early in the Interport "soccer" match, but in the second half they upheld the traditions of the Silent Service.

A London man has phoned to his home after being missing for four years. Those telephones are awful.

Ruffled self-pride is often mistaken for an aroused conscience.

"The general effect of glasses," says an advertisement in a northern paper, "is to make the face look fuller." Well, a lot depends upon the number.

This is the Year of the Bull in the Chinese calendar. We hope to do our bit. Unfortunately so many of them are calves.

There is only one honest grafter in Kowloon, but he happens to be a gardener.

Some men would rather have half a loaf than a steady job.

Fame at last. This week we received a letter addressed to Honk-Kong. The writer must have heard of our increasing motor traffic.

We saw a shroff looking very worried this morning. He must be several days in arrears.

After 'house-searching,' man-hunting appears to be most popular in Kowloon at present.

Talking about Lauder, isn't it a shame the way most people manage to get a strangle hold on their generous impulses?

We seem to be able to do everything by electricity now except paying bills.

A bear attacked four Prohibition agents in Ohio. There must have been something bruisin.

Wonder how it is that we at times do not recognise our signatures on cheques.

These Reds should be encouraged—they might yet get scarlet fever.

In view of the reported shortage at Home of male school teachers it looks as if in the future our schools will be completely manned by women.

Time was when education in this colony was asleep. Apparently in view of the above statement it is now going to jump from the pillow case to the petticoat.

This dancing until the early hours of the morning should train some of our Hongkong girls for walking the floor with the baby by and bye.

We appear to have beaten Shanghai in the Interport Canage contest as well.

Despite that of who redoubts it, we have won.

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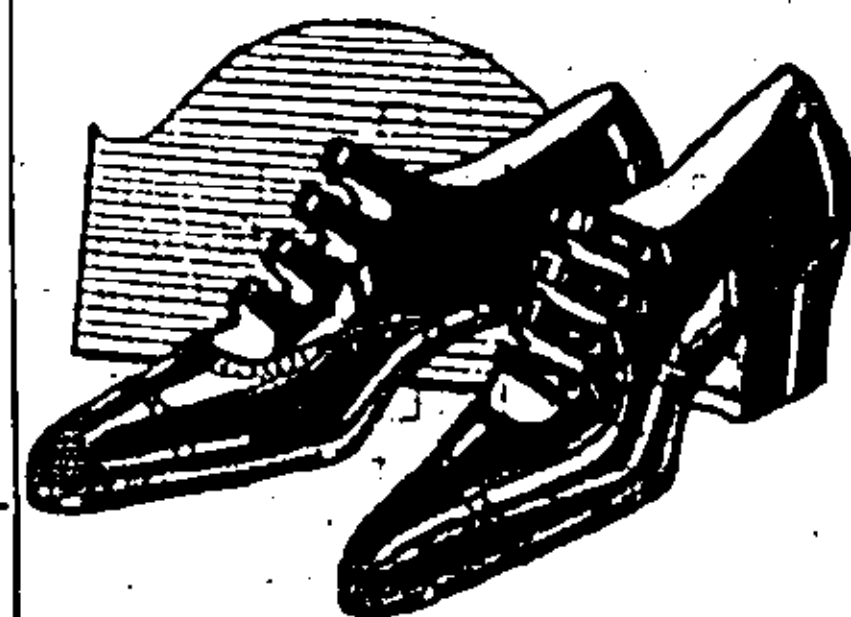
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KOWLOON RESIDENTS' ASSOCIATION.

A GOOD YEAR'S WORK.

The annual-report of the Kowloon
Residents' Association has just
been issued and makes interesting
reading of a year's useful
endeavour. The report, which is
to be presented at the annual
general meeting of the Association
on Monday, February 9, is as
follows:—

In presenting its report on the
work of the Kowloon Residents'
Association during the year 1924,
the Committee takes pleasure in
recording that a wide variety of
subjects has come under its notice
during the year and that much
useful work has been accomplished.
The Association continues to
flourish and the amount of interest
displayed in its activities has shown
a marked growth during the period
under review.

The Association's membership at
the close of last year stood at 233,
the number of members during the
year now under review being 264, an
increase of 31. As will be seen by the
statement of receipts and payments,
the year 1924 closed with a
balance in hand of \$356.19.

Kowloon Hospital.

Much public interest was aroused
towards the close of the year on the
subject of the Government's
proposal to staff the new Kowloon
Hospital with Sisters of the
Maryknoll Mission. When the
Government first made the
proposal in May, 1923, the then
Committee gave its assent on con-
dition that certain strict guarantees
were provided, and no objection to
the proposal was then expressed
either by any member of the Com-
mittee or the general public at the
annual meeting held in February
last. Reference to the proposal
was made in the Legislative
Council by His Excellency the
Governor during October and gave
rise to widespread opposition and
much newspaper correspondence.
As a result, a special meeting of
the Committee was called to
consider the matter and at this
meeting a letter was received
from the Government stating that
final action was being suspended
until the Association had expressed
its considered opinion, and also a
petition signed by over 600 Kow-
loon residents asking the Associa-
tion to prevail upon the Government
to abandon the proposal. The Com-
mittee decided to present the
petitioners' views to the Govern-
ment and ask for other arrange-
ments to be made. On November
21, the Government intimated to
the Association that the proposal
had been cancelled. The Com-
mittee desires to place on record
its keen appreciation of the Govern-
ment's sympathetic attitude.

Correspondence has also been
addressed to the Government ask-
ing that the completion of the
Hospital shall not be prolonged after
July next, and also enquiring into
the conditions which will prevail
when the Hospital is in occupation.

Band Concerts.

Thanks to the kindness of Lieut.-
Col. F. S. Montague-Bates, C.B.,
D.S.O., and officers of the 1st. Batt.
East Surrey Regiment, a series of
enjoyable public band concerts was
given by the Band of the Regiment
on the ground of the Kowloon
Football Club during July and
August. A sub-committee of the
Association, under the lead of Mr.
J. M. Alves, made itself respon-
sible for the arrangements, receiv-
ing very valuable aid from the
"Star" Ferry Company, the China
Light and Power Company (1918)
Ltd., the Kai Tak Motor Bus
Company and the officials of
the Kowloon Football Club. An
illuminated bandstand was provid-
ed and seats for the public were to
be had at a nominal charge. Large
crowds attended and, but for the
unfortunate fact that the weather
greatly marred the series, the
experiment was an undoubted
success, much appreciation being
expressed by all who attended.
In addition to those named
above, the Committee desires
to thank the Kowloon Cricket
Club, the Kowloon Bowling Green
Club, and the Club de Recreio
for helping to provide refreshments
for the Band; those who took
advertising spaces on the pro-
grammes; the South China Morn-
ing Post, Ltd., for supplying
posters and programmes; the Sub-
committee for its work, and all
others who helped to make the
concerts possible. Owing to the
inclement weather, and the non-
collection of chair money on one
occasion, the concerts were run at
a small loss which was generously
borne by a gentleman who wished
to remain anonymous.

During the summer, strong public
complaint was voiced regarding
the unsatisfactory manner in which
Kowloon residents being taken to
Hospital were transported across

the harbour. The Committee urged
upon the Government the desir-
ability of canopies being provided
for the stretchers so that patients
should be screened against public
gaze. The Government fitted
canopies to the stretchers and
otherwise effected improvements
in the arrangements.

Much consideration has been
given to the question of better
traffic control in Kowloon, and, as
a result of correspondence with the
authorities, a marked improvement
has to be recorded. Among other
matters, the Committee endeavoured
to persuade the Government to
undertake a total re-arrangement
of the existing conditions at the
Ferry wharf as it is felt that the
disposition of the ricksha shelter,
the motor bus rank and the taxi-
cab rank operates against effective
and safe control. The Government
does not agree with the contention,
however, but has promised to com-
plete the alignment of Salisbury
Road opposite the Water Police
Station and thus relieve congestion
at this point.

Street Lighting.

A complaint regarding the in-
different lighting of Nathan Road
and adjacent thoroughfares in April
last brought about an early im-
provement. Many additional
lamps have been installed in Kow-
loon during the year and the Com-
mittee has been asked to submit
suggestions for the further im-
provement of street lighting next
year.

Following an ineffectual attempt
to induce the Government to ex-
hibit some special and distinct
signal on the mast at the Observa-
tory to indicate during typhoon
weather that ferry services have
been discontinued, the Committee
was successful in securing the
co-operation of the "Star"
Ferry Company and the China
and Japan Telephone and Electric
Co., Ltd., in an arrangement
whereby telephone subscribers can
ascertain from the telephone
exchange whether the ferry services
have been discontinued or not.
As there was no typhoon during
the year of a severity sufficient to
cause the services to be stop-
ped, the arrangement was not
thoroughly tested. The Committee
has expressed its thanks to the
two Companies concerned and
hopes that the arrangement will
be kept in force until such time as
the Government provides some
public signal.

As a result of correspondence
with the Secretary of the Sanitary
Board, the grass plot of ground
bordering Chatham Road was
cleared of long grasses and under-
growth.

Complaints by a resident of
Minden Villas regarding several
insanitary nuisances led the Com-
mittee to write the Sanitary Board
on the matter, a very sympathetic
reply being received. The resident
later reported that a distinct
improvement had been effected.

Military Lands Question.

Owing to the rapid development
of Kowloon from the commercial
standpoint, the Committee made
representations to the Government
that the proposal to re-provision
the European Garrison of the Colony
on the Gun Club Hill site would,
in a few years, result in a re-creden-
cence of the problem of having
military establishments in the heart
of a commercial centre. The Com-
mittee thought that the site was
not one which ought permanently
to be set aside for military use.
The Government replied that the
points raised by the Association
had been carefully considered be-
fore the decision to house the
British battalion at Gun Club Hill
was reached.

Early in the year an invitation
was received from the Committee
of the Constitutional Reform As-
sociation of Hongkong for the
Kowloon Residents' Association to
join with it in holding a public
meeting on the question of piracy
prevention. As the Committee
felt that the question was one
outside its scope and purview, the
invitation was not accepted.

Representations were made in
February to the three Motor Bus
Companies operating in Kowloon to
the effect that the route indicators
then in use on the buses were too
small to be easily distinguishable
to intending passengers. As a
consequence, a much-needed im-
provement was brought about. In
October, the Committee approved
of a suggestion that route num-
bers (lighted at night) and similar
to those in use in London, be
allotted to the various services for
their easier identification.

With a desire to avoid addressing
the Government on matters which
might already have been finally
decided, the Committee requested
the favour of a copy of the map of
the harbour.



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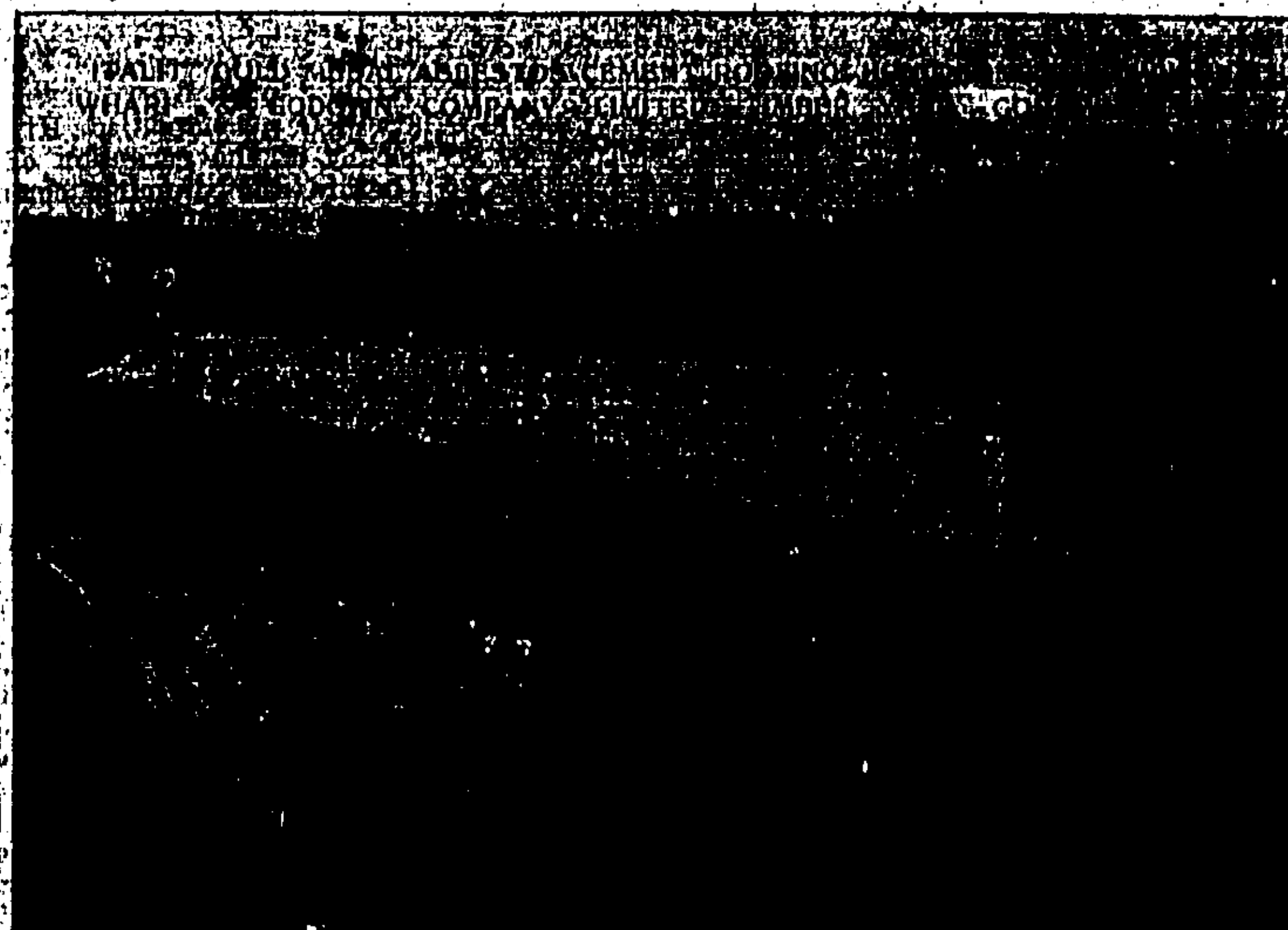
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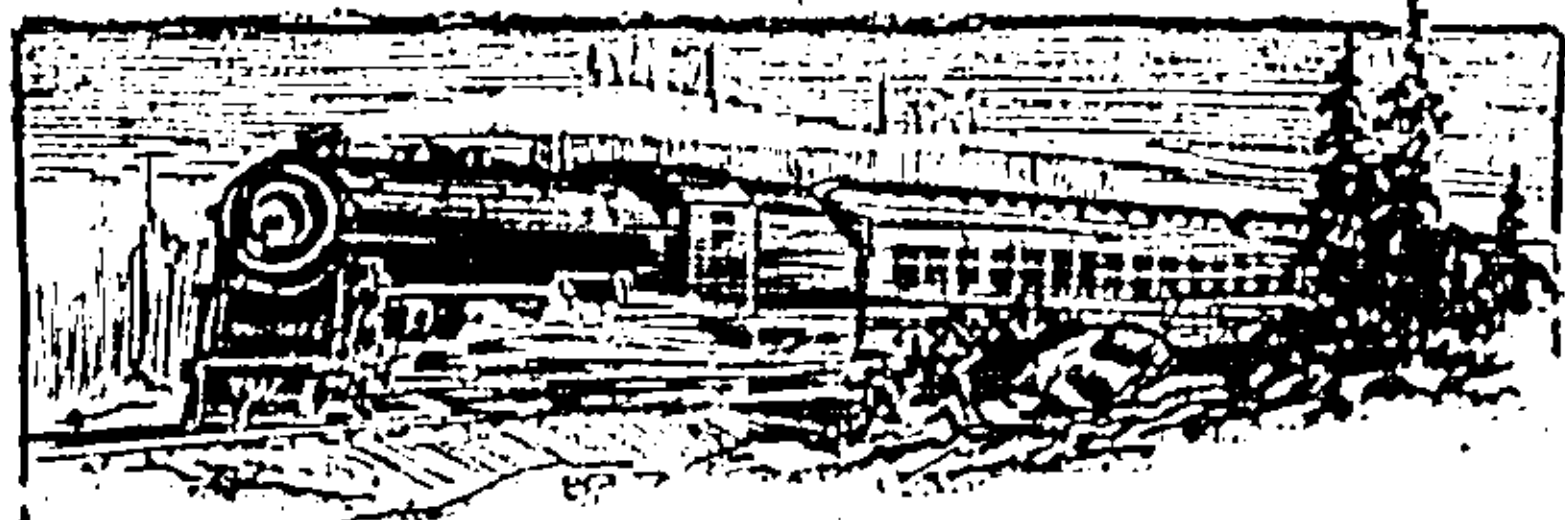
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"PRIMROSE" Exclusive Records

The Winter Garden Theatre Success

12-inch Double-Sided.

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| 9007 | | | Baritone. |

10-inch Double-Sided.

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ANDERSON'S

COUGHS and COLDS

When dryness of the THROAT or irritation in the NOSE tells you that a COUGH or a COLD is impending, the time has come to take

FLETCHER'S COUGH LINCTUS

The best remedy for

COUGHS, COLDS, ASTHMA, BRONCHITIS, INFLUENZA etc.

Prepared by

THE PHARMACY,
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Atlantic Building, 20 Queen's Road Central, Tel. 345.

KOWLOON RESIDENTS' ASSOCIATION.

(Continued from Page 2)

Kowloon and adjacent districts prepared by the Town Planning Committee. The Government stated that as the recommendations of the Town Planning Committee were of a tentative nature and still under consideration, a copy of the map could not be supplied. It also refused to accede to suggestion that a member of the K. R. A. Committee be appointed on the Town Planning Committee.

The increasing number of beggars in Kowloon, more particularly in the neighbourhood of St. Andrew's Church on Sunday mornings, led the Committee, in April last, to request police action on the matter. Prompt attention was given to the complaint and the nuisance very quickly abated.

In acknowledging the receipt of a copy of last year's annual report, the Hon. Colonial Secretary expressed His Excellency's appreciation of the work of the Association.

Following the receipt of a petition signed by nine householders of Austin Avenue, the Committee urged the Government to improve the condition of that road. This was immediately proceeded with.

Communications in Kowloon.

One of the main questions to engage the attention of the Committee during the year was that of improving communications throughout the Peninsula. In May a Sub-Committee was appointed to examine and report on the question of the stopping places of motor buses, as it was considered dangerous for buses to be allowed to stop just where they liked on their respective routes.

There was an entire absence of control in this regard. The Sub-Committee (composed of Messrs. J. M. Alves, A. J. J. Martin and S. L. Hidden) presented a detailed and well-considered scheme, but before this could be forwarded to the Government with recommendations, an invitation was received from the Government for the Committee to nominate two members on a Communications Committee which was to be appointed for the purpose of examining the whole question of communications in the Peninsula.

Accordingly Messrs. B. Wylie and J. M. Alves were nominated, the Government appointing Messrs. B. W. Carpenter and S. Handley Pegg, of the P. W. D., and Mr. P. J. Wodehouse, C.I.E., of the Police. This Committee held a series of meetings, at which the K. R. A. representatives made use of the report prepared by the Association's Sub-Committee. The whole question of

communications in Kowloon was examined from the standpoint of providing an adequate system of motor bus services (the Government having previously decided not to instal a tramway system, for the present at any rate). A very lengthy and detailed report was prepared, the Government acknowledging in high terms the valuable assistance rendered by the Association's two representatives. A copy of the report was forwarded to the Association in confidence and the document constitutes a very admirable plan of the lines on which the development and improvement of communications should proceed.

General.

Among many other subjects which have engaged the attention of the Committee during the year has been that of improving the Children's Playground, Chatham Road. Owing to the use of the road by much motor traffic it was felt that the roadside openings in the railing, through which children used to run, were dangerous, and the Government was prevailed upon to improve the railing, making all entrances to the enclosure face either north or south and not on to the road. Extra shade accommodation was provided during the summer and, in other ways, the playground's amenities were improved.

Correspondence was also entered into regarding the Kimberley Road latrine; nuisances privately reported by members and other matters.

At the beginning of the year a Sub-Committee was appointed to examine the question of additional shelters for ricksha coolies and the provision of more public latrines. The report of that Committee stated that, having regard to the then known proposals for the provision of more latrines, it considered that the Peninsula was well provided for in that respect. Regarding ricksha shelters it was felt that as the coolies do not congregate in large numbers at any spot other than at the "Star" Ferry wharf (where a shelter already exists) it was impracticable to make any recommendations. It was also considered to be outside the scope of the Association to attempt a work similar to that performed by the Shanghai Ricksha Coolies' Mission.

Mr. B. Wylie's term of office as the Association's representative on the Education Board expired in October, the Committee unanimously nominating him again for a further term. The Government duly appointed the Committee's nominee.

A vacancy on the Sanitary Board occurred in November, and Dr. J. C. Macgown (who had previously been invited to join the Committee of the Association) was

nominated by two members of the Committee. Dr. Macgown was elected unopposed, and Kowloon now has a resident medical practitioner who is also a member of the Sanitary Board.

When the first-class entrance to the Kowloon ferry wharf was altered in May last, the Committee was invited by the "Star" Ferry Company to notify its members of the changed arrangements and to secure their co-operation regarding the production of season tickets. Through the medium of the local newspapers this was done.

Thanks.

In conclusion, the Committee desires to thank the Hon. Secretary and Hon. Treasurer for their work during the year; the St. Andrew's Church Vestry for so kindly granting the free use of the Church Hall for meetings; all those whose kind assistance made the holding of and concerts possible; and the Hon. Colonial Secretary, the Captain Superintendent of Police, Mr. H. C. Lowick, of the P. W. D., and other Government Officials for their ready co-operation during the year.

M.C.C. V. TASMANIA.

TASMANIA DISMISSED FOR 89.

Hobart, January 30. — In glorious weather 4,000 people watched the second game between the M.C.C. and Tasmania, which commenced to-day. The wicket, at the outset was tricky, but towards the end of the day it was easier. Tasmania could only manage to compile 89 runs. Tate took 6 wickets for 26 runs, Kilner, one for 22, and Freeman, 2 for 31. The innings lasted 99 minutes.

Marylebone, for the loss of two wickets, had scored 217 when stumps were drawn. Sandham compiled 92, including 7 fours, in 113 minutes, playing a delightful bat. Sutcliffe, who, with Sandham, was undefeated at the end of the day's play scored 89. — *Reuter.*

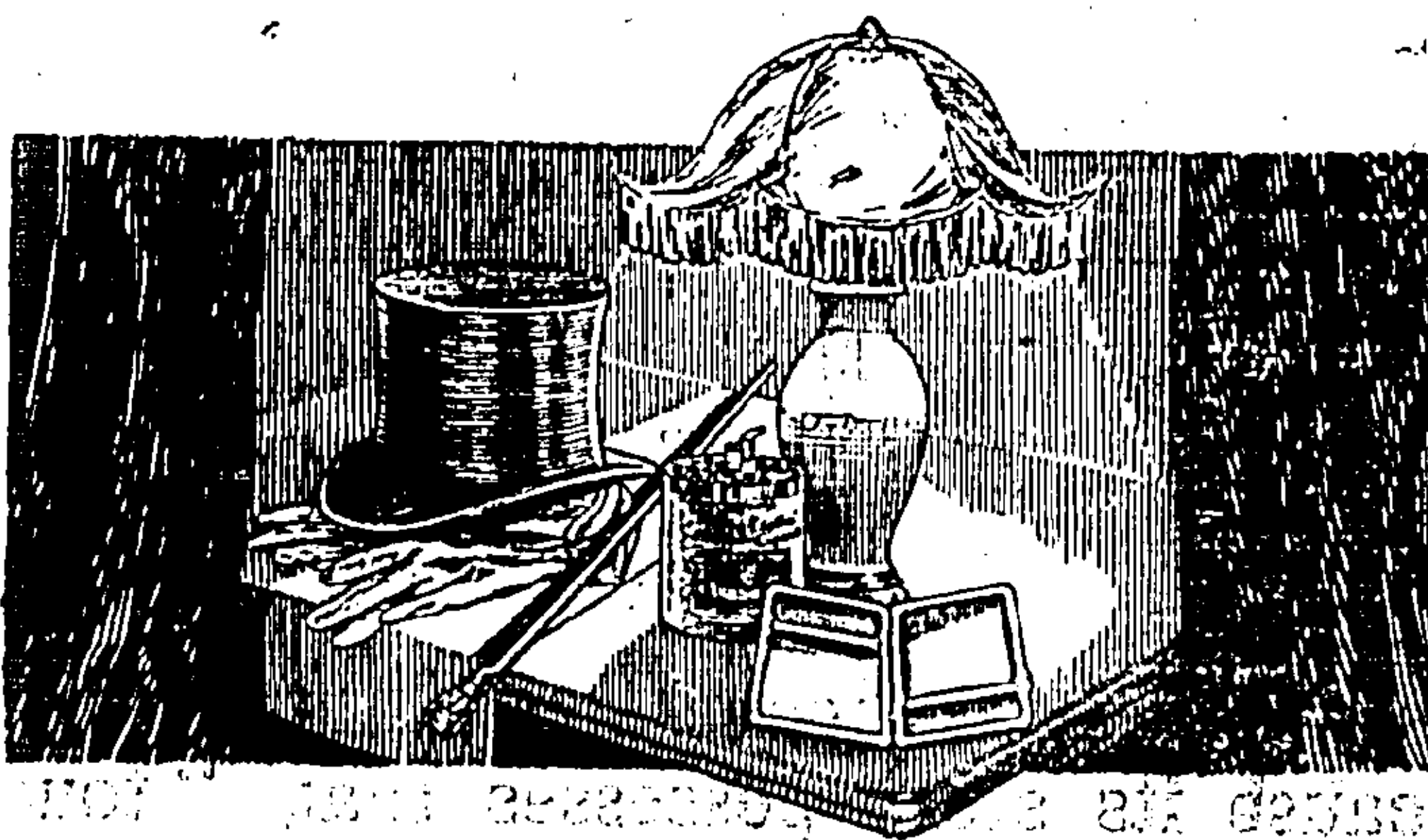
THE JOY OF LIVING

is greatly added to by daily regularity and normal liver activity. For constipation and sluggish liver no better corrective exists than Pinkettes, the dainty little gentle-as-nature laxatives.

PINKETTES

also banish biliousness, sick headaches, vertigo, flatulence, clear the skin, relieve piles. Of all chemists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60 Kiangse Road, Shanghai.

PINKETTES KEEP YOU WELL.



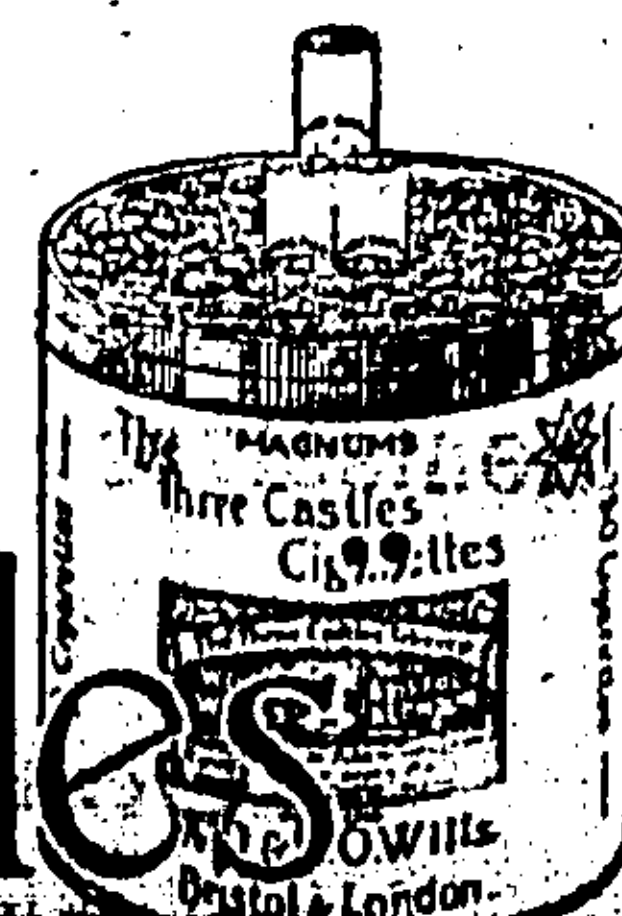
Fill it with "Three Castles"

Since the days when cigarettes were first thought of, Three Castles have been popular at all functions where only the highest quality cigarettes were appropriate—their excellence never varies.

Magnum and Regular sizes. Sold in packets of 10 and tins of 50, obtainable from all the leading tobacconists.

Three Castles

Magnum Cigarette



"DON'T FORGET"



THAT A WINTER SUIT REQUIRES DRY-CLEANING AT LEAST THREE TIMES DURING THE SEASON.

"THINK" OF THE DIRT YOUR WHITE CLOTHES GATHER DURING THE SUMMER.

STEAM LAUNDRY CO.

HEAD OFFICE & WORKS: Yaumati, Tel. K. 32.
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S.S. "ELKTON" ... sailing February 11th.
For Baltimore, Philadelphia, New York & Boston,
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For freight and further particulars apply to

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FREE WINEGLASSES

to all buyers of HALL'S WINE.

Every purchaser of a Bottle of Hall's Wine will be presented with a FREE GIFT of a Special Crystal Wineglass, made to hold one dose of this famous British Tonic. These handsome Wineglasses are of excellent quality, with no advertising on them.

Hall's Wine will do you good.

Don't suffer ill-health and weakness any longer—take Hall's Wine to-day—it will quickly make you well and restore all your lost energy. British doctors regularly recommend it to their patients.

Hall's Wine

THE SUPREME TONIC RESTORATIVE

Is especially valuable for building up and sustaining the system under trying climatic conditions.

From all first-class Chemists and Wine Merchants, and

Banker & Co., Ltd., 4, Queen's Road, Central, Hong-Kong.

Sole Proprietors:
STEPHEN SMITH & COMPANY, LIMITED,
BOW, LONDON, ENGLAND.

NEW ADVERTISEMENTS.

PREPAID ADVERTISEMENTS

25 WORDS—
{ \$1.00 for 3 insertions }
{ \$1.50 if not prepaid }
State if Box; No. is required

WANTED.

WANTED.—First class man, over 30, of good character and education can find lucrative employment in first-class Company. Experience in salesmanship desired. Commission only. Reply, confidence guaranteed, and give full particulars, to Box No. 1271 Hongkong Telegraph.

TO LET.

TO LET.—A few spacious office rooms Apply Secretary, Prince's Building & Land Coy., Ltd.

SPACIOUS OFFICES. Second floor, China Building. Premises available February 1st. Inspection any time during business hours. Apply The Hongkong Excavation, Pile Driving and Construction Co., Ltd.

TO LET.—Large Office on first floor (Front) of Powell's Building. Apply:—Registered Offices, Wm. Powell & Co., Ltd., Des Voeux Road.

TO LET.—Spacious Godown in Duddell Street, especially suitable for bonded warehouse. Apply H. M. H. Fernandez.

STORAGE Space on Marine Lots with Godowns & Chinese House to Let from 31st December. W. S. Bailey, Kowloon Bay.

TO LET.—From April, newly built, two and four roomed flats. Electric lights, bath, and flush system. Also one three storied house for Office, Silk Godown, and residence. Apply E. R. Mogra, 25, British Consession, Sharnoon.

TO BE LET OR SOLD.

No. 7, Stewart Terrace, 270 Peak. Five roomed house, full furnished. Modern sanitation. Apply F. A. Mackintosh, Mackintosh & Co., Ltd.

FOR SALE.

FOR SALE.—KELLET MAJOR BEING NO. 185 THE PEAK. POSSESSION NEXT MAY.—H. Percy Smith No. 6, Des Voeux Road Central.

STUDEBAKER Motor Car, property of Major General Sir John Fowler who is leaving the Colony. Five Seater Touring Car, Six Cylinders, 29 H. P. Car can be seen at Head Quarter House by arrangement with A.D.C. Price £1,500.00.

WIRELESS RECEIVING SET.—3 valve cabinet set with 3 way variable coil holder, and 7 coils, complete with Headphones, aerials, one 1-40 volt Eveready Battery and Sundry accessories. Box No. 1270 c/o "Hongkong Telegraph."

LOST.

LOST.—From 508 The Peak, a wire haired terrier dog, white with black ears and nose—answers to name of "Mustard" Finder please communicate.

FOUND.

FOUND.—Lady's Gold Wrist Watch on the Hongkong Football Ground. Apply, The Secretary, Hongkong Football Association. P. O. Box 233.

S. S. "PAWNEE"

THE Master, Owners, and Agents of this steamer hereby give notice that they accept no responsibility for debts incurred by members of the crew.

DODWELL & COMPANY LIMITED.
Agents.

THE STAR FERRY COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of The Star Ferry Company, Limited, will be held at the Office of Messrs. Jardine Matheson & Co., Limited, Pedder Street, Hongkong, on WEDNESDAY, the 14th day of January, 1925, at NOON when the proposed Resolution will be proposed as an Extraordinary Resolution:

(a) That the following Articles shall be inserted after Article 110 of the Articles of Association:—

110A. (a) The Company in General Meeting may at any time pass a Resolution to the effect that it is desirable to capitalise any sum or sums of money being part of the undivided profits of the Company standing to the credit of the Company's Reserve Fund, and accordingly as a bonus among the members in proportion to the shares held by them respectively, and that the Directors be authorised to distribute among the members any unissued shares or new shares in like proportions.

(b) Whenever such Resolution as that referred to in the preceding paragraph shall have been passed, the Directors may allot and issue to the members as nearly as may be in proportion to the shares held by them respectively and in satisfaction of the said bonus, the unissued shares or new shares (credited as fully paid up shares) to the extent of the proportionate amount payable to such members in respect of the Reserve Fund, with full power to make such provisions by the issue of fractional certificates or otherwise as they may think expedient for the case of fractions, and prior to such allotment the Directors may authorise any person on behalf of the members to enter into any Agreement with the Company providing for the allotment through them of such shares credited as paid up shares as aforesaid, and in satisfaction as aforesaid, and any Agreement made under such authority shall be effective.

(c) It shall be no objection to Resolutions passed under paragraph (a) of this Article that they are passed at the meeting at which the Resolution introducing this Article is confirmed as a Special Resolution, provided that due notice of the intention to propose such first-mentioned Resolution shall have been given prior to the confirmatory meeting aforesaid.

2. AND NOTICE IS HEREBY FURTHER GIVEN that the TWENTY-SEVENTH ORDINARY ANNUAL MEETING of The Star Ferry Company Limited will be held at the said office of Messrs. Jardine Matheson & Co., Limited on Monday the 2nd day of February 1925 at noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Eight months ended on the 31st day of December 1924.

3. AND NOTICE IS HEREBY ALSO GIVEN that a further Extraordinary General Meeting of the above Company will be held at the said office of Messrs. Jardine Matheson & Co., Ltd. on Monday the 2nd day of February 1925 immediately after the conclusion of the Annual Meeting for the purpose of receiving a Report of the proceedings at the above mentioned Meeting to be held on the 14th day of January 1925 and of confirming, if thought fit, as a Special Resolution the above mentioned Resolution.

4. AND NOTICE IS HEREBY ALSO GIVEN that an Ordinary General Meeting of the above Company will be held at the said office of Messrs. Jardine Matheson & Co., Ltd. immediately after the conclusion of the last mentioned Meeting for the purpose of considering and, if thought fit, passing the following further Resolutions as Ordinary Resolutions, namely:—

St. Stephen's College.

AN Examination for New Boys will be held on Saturday February 7th at 9 a.m. at the School (6 Prospect Place, Bonham Road)

(b) That the authorised Capital of the Company (which is now \$400,000 consisting of 40,000 shares of the nominal value of \$10 each, all of which have been issued) be increased to \$1,000,000 by the creation of 60,000 additional shares of the nominal value of \$10 each

(c) That it is desirable to capitalise the sum of \$400,000 being part of the undivided profits of the Company standing to the credit of the Company's Reserve Fund and accordingly for the purpose of effecting such capitalisation in pursuance of Article 110A of the Company's Articles of Association a bonus of \$10 per share on the issued shares of the Company be and the same is hereby declared and that the Directors be and they are hereby authorised to satisfy such bonus by the distribution amongst the persons who are registered as holders of the present issue of shares of the Company on the 2nd day of February 1925 of one of the newly issued shares of the Company credited as fully paid up in respect of every one existing share of the Company held by such persons as aforesaid and that such new ordinary shares rank for dividend and in every other respect pari passu with the shares already issued.

(d) That the whole or any part of the remainder of the unissued shares of the Company be disposed of in such manner as such time or time and upon such terms as the Company's Directors shall in their absolute discretion think fit.

The REGISTER OF SHARES of the Company will be CLOSED from Monday the 26th day of January 1925 to Monday the 2nd day of February 1925, both days inclusive.

Dated this 30th day of December, 1924.
By Order of the Board of Directors
W. S. BROWN,
Secretary.

Other Notices appear on page 12

NOTICE

THE Undersigned have as in duty bound to express regret for misrepresentations in the notification published on 22nd January, 1925. No agreement between Painters Masters and men was agreed or signed in the office of the Secretary for Chinese Affairs.

Representatives of The Painters' Guild:

Wong Shing, Hui Chit and Chau Mui Fong.

Representatives of The Lun Shing Guild:

Wong Kat and Chan Tak.

Hongkong, January 28th, 1925.

THE HONGKONG CANTON & MACAO STEAMBOAT CO., LIMITED.

Notice to Shareholders

THE ONE HUNDRED AND FIFTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4a, Des Voeux Road on THURSDAY, 19th February, 1925, at 12 o'clock Noon for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 5th February to THURSDAY, 19th February 1925, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, 14th January, 1925.

FOR ATTENTION OF MASTERS OF NORTH-BOUND STEAMERS.

AS, during the North-East Monsoon there is always a possibility of North-bound steamers running short OF BUNKER COAL, this is to inform you that TAIT & CO., AMOY, (a well-protected port with good anchorage) have stocks of GOOD JAPANESE BUNKER COAL AT REASONABLE PRICES.

Wireless messages via Hongkong or Formosa are transmitted by the Great Northern Telegraph Co. and a wire to "TAIT" or "COALBUNKER" AMOY will receive their prompt attention.

Bentley's Complete—Phrase Coussed.

NOTICE.

MEMBERS OF THE HONGKONG SHARE-BROKERS ASSOCIATION.

THE following are members of the above Association:—

*A. H. Carroll *Harry O. Odell
Chairman. Soo Poi Shao

*M. A. Razaek *W. J. Carroll
Vice-Chairman

*J. W. Kow *P. M. Hodgson
Secretary.

*O. Kitchell M. P. Lo
Yip Yung Pak F.X.V. Ribeiro

F. M. L. Soares Lau Tak Po.

H. E. Edwards A. A. Lopes

*J. F. Gross F.X. d'Almada

*V. Yvanovich Remedios

A. P. Groaves Jack Bohar

H.M.H. Esmail G.A. Harriman

Seu Kon Chi / Soo Pui Chen

By order of the Committee,
J. W. KEW,
Secretary.

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange.

Abraham, Ezra Logan, W.

Alves A. A. Matheson, R. T.

Bagram, J. T. Nissim, A.

Benjamin, V. Olson, C. W.

Birkett, H. Poston, R.

Cox, M. J. Potts, P. C.

Craucher, N.V.A. Potts, E. M.

Ellis, F. M. Raymond, E. M.

Gould, Joseph. Silva, P.M.N. de

Gutterres, A.A. Smyth, F. R.

Lammert, Geo. A. Testor, P.

Lammert, H.A. Kew Fred.

By order of the Committee,
A. NISSIM,
Secretary.

KOWLOON NEW BOYS' SCHOOL.

CHUNG TACK, teaching English, German, Spanish and Music. Boarders admitted. Private Lessons and Commercial Night School. No. 40, Parkes Street, Kowloon.

NOTICE.

HAVE YOU SEEN

our PENSION INVESTMENT BONDS?

Example: At age 30, annual deposit of £66.40 (at the present rate about \$47 a month) will secure you at 55 a pension for life of £10 a month, or £3006 cash guaranteed.

For other ages and pension periods, rates are in proportion.

Life Assurance Co. of Canada,
King's Building, Hongkong.

F. M. Waller,
Manager.

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTION

THE Undersigned have received instructions to sell, by Public Auction on

Monday, the 2nd Feb., 1925, commencing at 5.15 p.m.

at their Sales Room, Duddell Street

A Valuable Collection of Postage Stamps including:—

Rare Hongkong and other Colonial catalogue Value well over £100

Catalogues will be issued. On View from Saturday the 31st, January 1925.

Terms:—Cash on delivery. LAMMERT BROS., Auctioneers.

Hughes & Hough

LIMITED

IMPORTERS, EXPORTERS AND GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned),

on WEDNESDAY, February 4, 1925, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street,

Valuable Household Furniture, &c., &c., &c.

Comprising:—

Double Teakwood Bedsteads with mattresses, large and small Wardrobes, Dressing Tables, M-T. Wash-stands, Teakwood four fold Screens, Chesterfield Sofas and chairs, Dining Table and Chairs, Tea Tables, Side boards, Dinner Waggons, Dinner Sets and Glass Ware, Toilet Sets, Cutlery, Electro-plated Ware, Electric Reading Lamps, Brass Fenders and Fire Irons, &c., &c., &c.

A quantity of Blackwood Ware comprising:—M-T. Flower Stands, Side Tables, Cabinets, Curio Stands and 1 Wardrobe, and

1 Enamel Bath, 1 new Carpet, Typewriters, 1 Gramophone, 1 new cooking stove (No. 8).

(Full Particulars from Catalogue).

Terms:—Cash on Delivery. HUGHES & HOUGH, LTD., Auctioneers.

Hongkong, January 30, 1925.

A. B. C.

AUCTION ROOMS.

8B, Duddell Street.

Furniture Auctions EVERY

Tuesday and Friday.

L. E. S. HODGE, Auctioneer.

CHINA AUCTION ROOMS.

China Building, Ground Floor.

If you have anything "you would like to sell, exchange or advertise, send it to the CHINA AUCTION ROOMS.

E.V.M.R. de SOUSA, Auctioneer.

Tel. C. 4433.

PUBLIC AUCTION

The Undersigned has received instructions to sell by PUBLIC AUCTION, for account of the concerned,

on MONDAY, February 2, 1925, at 11 a.m. at the CHINA AUCTION ROOMS, China Building, Ground Floor.

A Private Collection, just unpacked, of Rare Chinese Porcelains and Antiques.

Comprising:

Vases, Wall Plates and Plaques, Screen, Jars and Incense Burners, Lacquerware and Paintings, etc., etc., of various periods.

Also

Ivories, Bells and Necklaces, and Mandarin Coats, etc., etc.

Terms:—Cash before Delivery. E. V. M. R. DE SOUSA, Auctioneer.

PUBLIC AUCTION.

By Order of the Mortgagee.

The Undersigned has received instructions to sell by Public Auction, for account of the concerned,

on FRIDAY, February 6, 1925, at 3 p.m., at the China Auction Rooms, China Building.

Sixteen Sixty-Four Shares or Parts of the Steam-launch "KENG HOI."

For further particulars, please apply to

Messrs. LEE & RUSS, No. 6 Des Voeux Road Central, Vendor's Solicitors,

or to E. V. M. R. DE SOUSA, Auctioneer.

Hongkong, January 31, 1925.

PENINSULA

AUCTION ROOM.

PALACE HOTEL ANNEXE

39, Haiphong Road, Kowloon.

TUNG HING.

19, Lyndhurst Terrace.

NOTICE is hereby given that on and after the 28th. Jan., 1925, all contracts and etc. for above will be not recognised without the personal signature of our manager, Mr. Lam Hing.

By Order,

TUNG HING,

Hongkong, 28th January, 1925.

The Story of Mother Love Divine.
A Picture that will live Forever!

OVER THE HILL

has won the hearts of the World. Because its story possesses that "touch of nature which makes the whole world kin". Beautifully acted by a cast that was unknown on day and ALL STAR the next,

"OVER THE HILL"

shares with "WAY DOWN EAST" the foremost place among the big human interest dramas of the Screen!

Its record breaking runs in every Capital in the world are known to every cinema-goer; its fame is as wide as the movies themselves.

It is showing for four days only

Commencing [To-day] at

THE WORLD

31st. Jan. 1925.

Coupon

"Telegraph" Motor Car Competition.

In every issue of the "Telegraph" up to and including April 25th, 1925, there will appear a skeleton word from which the consonants have been omitted. Competitors are required to fill in the blanks, and for every correct coupon sent in they will be credited with one point. The competitors having the highest totals when the Competition ends will be awarded prizes as follows:—1st, a Five-Passenger 1925 Dodge motor car; 2nd, a magnificent Victrola cabinet gramophone; 3rd, a No. 5 Model Underwood typewriter.

TO-DAY'S SKELETON WORD:—

[] E E [] (Four letters)

(Fill in the missing letters in the blank squares)

I agree to abide by the rules and conditions set forth in the full-page advertisement appearing in the "Hongkong Telegraph" of Dec. 27th, 1924.

Name

Address

This coupon must be forwarded to the offices of the "Hongkong Telegraph," 11, Lee House Street, not later than Wednesday, February 4th, 1925.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG - CANTON LINE

Sailing:—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only)
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG - MACAO LINE

Sailings to Macao—Daily at 8 a.m. & 2 p.m. (Sundays 9 a.m. only)
Sailings from Macao—Daily at 8 a.m. & 2 p.m. (Sundays 4 p.m. only)

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If they take half a teaspoonful of Bismarck Magnesia in a little water immediately after eating. No matter how badly you may suffer from indigestion, dyspepsia, gas, flatulency, or acidity—no matter how many medicines you may have tried without success—don't give up hope. Thousands who once suffered as you now suffer—who had tried everything without obtaining relief—now enjoy perfect health, and can get almost anything without the slightest pain or discomfort. You can do the same if you will go to-day to any good chemist and get a package of Bismarck Magnesia. Take as directed above and you'll soon forget you ever had a stomach...you'll find your vital organs strengthened, while content and enjoyment will fill your life. But be quite sure you get the right thing—for your protection the oval "BISMARCK" trade mark is prominently displayed on the wrapper, and you should look for it when buying.

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is not only pleasant to hear but is important to beginners, who will learn more rapidly by practising on a piano which is well made true, in tone and responsive of touch such as

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any item of optical equipment that bears the stamp of



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Hongkong.

SPIRITUALIST CHURCH FOR LONDON.

Sir A. Conan Doyle and the Rev. Vale Owen were the principal speakers at a Spiritualist gathering recently in the County Hall, Spring Gardens, Trafalgar-square. The occasion was the first of a series of Sunday evening services designed to create interest in the founding of a Spiritualist church in Central London. "How psycho science will aid us towards a belief in the miracles related in the Bible" was the subject of Mr Vale Owen's address. "For," he says, "the same light as Peter saw in prison I have seen in a modern room, and as the guests at Belshazzar's feast saw a hand write upon the wall, so have I seen a materialized hand."



For one week only, we are offering a large selection of Gentlemen's wearing apparel at prices far below replacement cost. Owing to the mildness of the winter this will be one of the LARGEST SALES EVER HELD.

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Vests and Drawers \$4.95
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Vests and Drawers \$1.45

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75

GOLF HOSE

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Shirts for Day or Evening Wear from \$2.95
Pyjamas in Union, Flannel and Taffeta from \$5.75

TRAVELLING REQUISITES

Bags, Trunks, Suit and Attache Cases, Holdalls, Linen Bags, Hats Cases, etc.
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Special reductions off HATS and CAPS
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An early visit to our store will amply repay you.

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MIXTURE
For Cold in the Head and Catarrh
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For Relaxed and Sore Throat, 50 cents per tin

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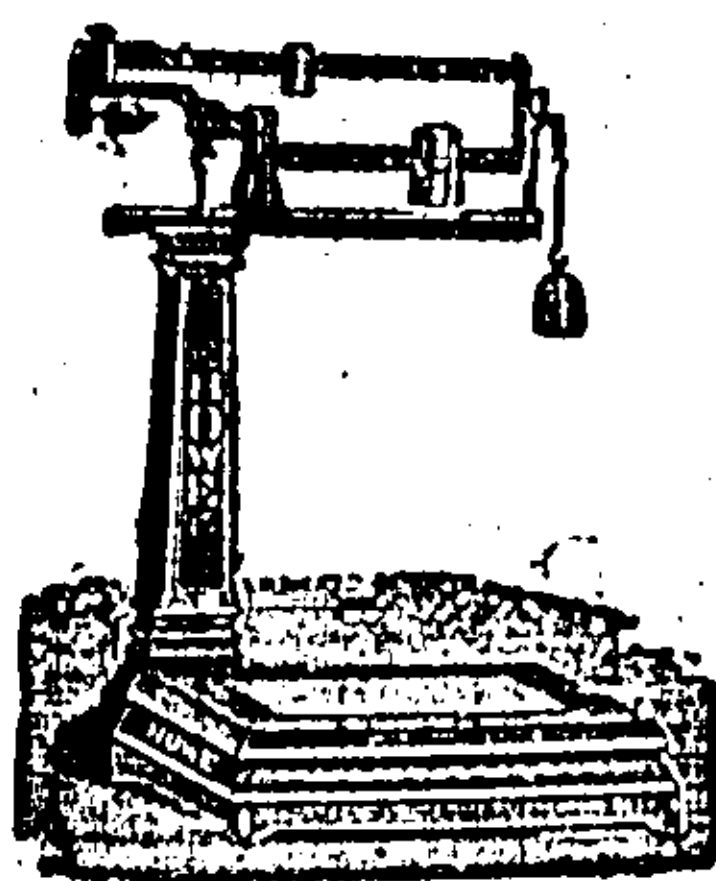
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The Telegraph.

HONGKONG, 31st Jan., 1925.

REFORM NEEDED.

Arising out of the notes by the Senior Naval Officer in charge of the West River Patrols, in regard to the matter of piracy prevention, there is an important question which demands early and thorough-going attention. We refer to the question of the conditions under which masters and officers of many of our river steamers are compelled, in existing circumstances, to carry out their duties. In a characteristically outspoken manner, this naval officer hits the nail well on the head when he says that "the commanders have a great deal too much control over matters which should be in the captains' hands, and the captains' tenure of their appointments on the second-class steamers is far too precarious to expect a really efficient and suitable officer to accept command of such steamers."

Here is raised a question which does not solely concern the piracy problem; it affects the whole realm of service on river steamers. Elsewhere in his remarks, the Senior Naval Officer states that the hands of Captains should be strengthened and inefficient officers got rid of. But it would be obviously putting the cart before the horse to get rid of a certain type of officer before making the conditions of service such that better men would be attracted thereto. Divided control is fatal in any sphere of human activity, whether ashore or afloat; indeed, it is apt to lead to disastrous consequences on vessels carrying passengers or any considerable cargo, whether from the dangers of piracy or of any other unexpected happening. Under existing conditions, masters and officers alike are often afraid of incurring the anger of commanders by insisting on certain necessary measures, and until the latter's powers are definitely limited, we cannot see that much improvement is to be effected as regards the type of officer engaged on certain river steamers.

There is one other matter which deserves a word in this connection—namely, the system under which officers are liable

to dismissal at 24 hours' notice. This point was touched upon at some length in the "Sui An" Commission's Report, which declared that all officers of river boats should sign articles for not less than three months. There is not the least doubt that the time is ripe for reform of conditions of service on our river steamers. Such reform must aim at guaranteeing tenure of position and firmer and more adequate control by officers. The suggestion that a committee enquire into this subject is most pertinent, and we can only hope that some such step will be taken, resulting eventually in placing European officers and engineers on a much better footing than at the present moment.

An Imperial Project.

The first tender cy, on reading the report of efforts which are being made to raise £100,000 for the Imperial College of Tropical Agriculture, is to ignore its interest to Hongkong. This Colony cannot have much concern in the promotion of agricultural industry on a large scale, though a great deal might be done in developing certain crops, especially fruit crops, in the New Territories. A time is sure to come when the question of local production will be of considerable importance to a growing community, but that will probably not be for many years yet. However, there are obviously other considerations than mere agricultural crops in the matter of the Imperial College activities, for it deals with such varied subjects as improved plant health as well as enlarged yields, and does not omit the human health factor. Indeed, we find a generous American donation for a Professorship of tropical sanitation and hygiene. The time is opportune to point out that Hongkong should take more than ordinary interest in the young College. We are faced with a shortage of flour, which could have been avoided had there been more land in the Empire under wheat. There is need for more Empire-grown cotton, and in time this would mean keener competition in the local piece goods market. Finally, there is the important question of this port's sanitary status, recently under discussion and shortly to be reviewed at the Singapore conference. Evidently our position in regard to this Imperial institution is not destined to be that of mere onlookers.

Another Strike.

It seems to be the misfortune of this place to have entered an era of strikes by various classes of labour, dating mostly from the big affair of March 1922. Since then there has been a continuous tale of demands for more wages, with builders, moulders, painters, and other trades involved. There was only recently a full return to work of the moulders, whose period of downing tools dragged on for several months before a final arrangement was arrived at. The employers could not possibly see their way to grant all the demands in that case, and the men have had to be content with smaller concessions. A few days ago an unpretentious advertisement in the local Press drew attention to the fact that there had been a demand for more wages by the local painters, which was settled amicably by the granting of an increase of thirty per cent. Now we have the packers on strike, and their requests are in some cases absurd. Like Oliver Twist, the local labourer is continually asking for more, and the packers seem to have hit on an easy way of getting everything settled beforehand by demanding a continuing annual increase that in time would mean the multiplication of their present wage beyond all ideas of worth. Are they merely forecasting what the employers in the future are to be asked to pay? Certainly, if matters go on as at present, there will be little difference between an annual strike for increased wages and the present one for an indefinite increment. However much one might try to put the thought out of mind, it is continually being borne on one that not the least disquieting problem in the local series is the unending use by the "enlightened" Chinese worker of the new strike weapon.

DAY BY DAY.

MEN OF REAL MERIT, AND WHOSE NOBLE AND GLORIOUS DEEDS WE ARE READY TO ACKNOWLEDGE, ARE YET NOT TO BE ENDURED WHEN THEY VAUNT THEIR OWN ACTIONS.—*Aschines.*

Lady Severn is to present the prizes at the Italian Convent School on February 10th.

The Institution of Engineers and Shipbuilders are holding their annual ball at the City Hall on February 20th.

Gunner Element was yesterday committed for trial on a charge of assaulting an 11-year-old Chinese girl.

It is notified that the name of the Hongkong Man Sang Kung Yick Association, Limited, has been struck off the Register.

The Shanghai Interport footballers and yachtmen, as well as the Madeline Rossiter Company, left by the President Lincoln to-day.

Crowds are patronising the Coronet, where Charlie Chaplin is to be seen in "A Woman of Paris," a picture which shows the great comedian in an entirely new role.

"The Fool's Highway" is proving very popular at the Queen's Theatre. An additional attraction is a new programme by the Manila Vaudeville Company.

The forthcoming wedding is announced of Mr. Arthur Lawrence Powell, revenue officer, of No. 1 Beaconsfield Arcade, to Miss Kathleen Hoop, of Mount Austin Barracks, the Peak.

We have to acknowledge the receipt of the A. P. C. diary for 1925. It is nicely bound in leather and contains much interesting information of a technical and general character.

Two Chinese were yesterday committed for trial on a charge of robbing a married woman with violence, at Kowloon. Two workmen who chased the prisoners were commended by the Magistrate (Mr. E. W. Hamilton).

The Army and Navy have withdrawn from the Lai Wah Cup Competition, but to-day a match between naval and military teams is to be played at Sookunpoo in aid of Service charities. The game starts at 3.45 p.m.

The Chinese arrested recently in Caroline Street after a pistol battle with the police, and charged yesterday before Mr. J. R. Wood, with being in possession of a loaded pistol, has been committed for trial at the Sessions.

There should be a large crowd at to-night's boxing tournament, when seven events will be staged. The main contest is between Marine Betts and Pie. Pooley for the Scott Harston belt and the Welterweight Championship of the Colony.

There has been added to the list of medical practitioners the name of Dr. Salomon Ho Arjoe, Bank of China Building. He is a Licentiate of the Royal College of Physicians and of the Royal College of Surgeons, Edinburgh, as well as of the Royal Faculty of Physicians and Surgeons of Glasgow.

The majority of the delegates who have been attending the Medical Conference left this morning by the President Lincoln. They express great satisfaction at the success of the Conference and wish to record their grateful appreciation of the kind hospitality extended to them by the medical practitioners and residents of the Colony, as well as their many hosts, both foreign and Chinese.

At the Interport football dinner on Thursday, the Hongkong Telegraph Cup and the Shanghai flag were presented by the Shanghai captain (Mr. Phillips) to Mr. McKelvie, Hongkong's captain, after a few well-chosen remarks in which he said that the cup was quite the finest trophy offered for competition amongst football eleven in the East. He congratulated Hongkong on their success and promised that next year, Shanghai would do their best to keep it in the Northern port.

MIXED
ASHLEY STERNE

GRILL
AUTHOR OF
TWISTED TALES



This, my friends, although it reaches you rather late in the day, is a Special Christmas Number of "Mixed Grill", in which I propose to deal solely with Christmas topics. For once I shall cease to discuss the vital problems of the day and devote myself exclusively to a consideration of Yuletide matters.

By a happy coincidence even this week's instalment of my splendid new serial story deals with Christmas Day. First of all, let me present every reader with my private greeting-card.

MR. ASHLEY STERNE WISHES YOU A MERRY CHRISTMAS, and begs to announce that he gives the highest possible prices for old or disused false teeth. Payment made in convenient instalments, N. R.—NO BUSINESS TRANSACTED WITH MINORS.

Talking of Christmas cards, what a bald and unconvincing document the modern card is! It is about as sentimental and artistic as a jury summons or a soup ticket. Time was when Christmas cards really reflected the spirit of the season: ye olde, snow-covered village church, with coloured gelatine windows; a sky studded with lovely tinseled stars the size of spiders, and possibly the figure of a herald angel blowing a long golden trombone hovering in mid air; a foreground showing the Oldest Inhabitant, apparently in the throes of lumbago, carrying a young forest on his back; the

whole lavishly sprinkled with baking-powder in imitation of hoar-frost, and, at the foot, a chunk of solid poetry all about peace and goodwill. That was the real Christmas stuff. It gave one chills to look at it. But see what takes its place to-day, a plain rectangle of paste-board bearing the inspiring and beautiful legend, "Mr. and Mrs. Dithering Dogebody, Xmas '24"—or something equally abrupt. If things continue to evolve in this manner the Christmas card of the near future will probably be a luggage-label with nothing on it at all.

Have you heard the story of the Scotsman who inadvertently swallowed the sixpence in the Christmas pudding? The chemist charged him a shilling for the mustard-and-water.

Which reminds me that a correspondent has written to ask me if I can give a reliable recipe for a wholesome Christmas pudding. I can: and if you con-



scientiously carry out the following instructions you will, unhesitatingly agree with me that my pudding cannot possibly be Beeton.

Take a pound of re-inforced concrete, a pint and half of tar, a dozen dog-biscuits reduced to powder, the rind of a football finely shredded, a lump of suet the size of a bit of coal, and 463 currants. Mix thoroughly in a hip-bath, then add a quart of cod-liver oil, and beat to a stiff paste with an old umbrella. Leave for three weeks to rise, then turn it, taking care to tuck in the selvage. When fully risen in all directions tie up the mixture in a pudding-cloth, lashing together the loose ends with a mohair bootlace. Thump into circular shape with a pudding-thumper, then boil till red-hot in a slow oven. Remove the cloth, sandpaper the pudding to remove rough edges, stick a spray of holly in its North Pole, pour over it a rich sauce made by melting a tallow candle in a bucket of boiling glue, and serve with a frof-saw. The above quantities will be more than sufficient for six persons.

I may add that this pudding is perfectly wholesome so long as

you don't eat it. When cold it makes a useful paperweight or door-stopper.

I have been trying hard to compose an original little Christmas poem for this column, but unfortunately there are no authentic rhymes to "Christmas", and the task has been almost beyond my powers. Here goes, anyway!

I've long cherished the ambition to contribute an addition to our somewhat scanty poetry on Yuletide; But though the task is feasible, it's certainly not easy. For I find myself by rigid rhyming rule tied.

I feel as badly stranded as some steamer that has landed On the sticky mind of Suez's fair isthmus; And my heart is rent and raw that orthography's strict law Prohibits me from spelling Christmas "Christmus."

Tho' I'm sure no one can question Yuletide's claim to indigestion (And its sequel—sodium carbonate and bismuth); Yet I know 'twould count as treason if I gave this as the reason For distorting its orthography to "Chrismuth."

As one word I cannot mate it; but if I abbreviate it And divide it (as a chemist a complex mass Analyses into units), well that's quite another tune; it's An awfully easy job to rhyme with its "Xmas."

Yet, when with courtly low bow underneath the mistletoe I've saluted sundry aunts and also kissed ma's, Even such intense excitement cannot crush the sad indolent That I've failed to find one single rhyme to "Christmas!"

KNOCK-KNEED KNORA: (or, The Girl who took the Wrong Umbrella).

CHAPTER LIV. Once again Christmas had come round as it had so often done before, and it was to the music of the merry Christmas chimes that Asphyxia rose from her bed, took her tooth from the soapdish, her hair from the chairback, her complexion from three china jars and a bottle, and arrayed herself for the coming festivities.

But though her lips wore a brave smile her heart was heavy as a sack of coal, for her memory went back to that Christmas three years ago when Asmodeus Gumph had poured his soul out into her ear and confessed his love for her. And she had spurned him! Not only that, but she had turned the dogs, two footmen, and the fire-hose on to him, and forbidden him the house, grounds, stabling, garage, kennels, vineyard, cucumber, and all the other modern improvements.

And all for a misunderstanding! Well she knew in her heart of hearts that it was not her lover who had sandbagged the Prime Minister and stolen his braces; but her pride, her cursed pride, had forbid her to speak, and Asmodeus had passed out of her life for ever.

For ever? Little did Asphyxia know that even as her tears thudded on to the old Drago dressing-table Asmodeus, wearing two monocles and one spat, was at that moment at the lodge gates inquiring the way to the front door.

Rapidly she completed her toilet, and repaired to the breakfast-room. The room was empty save for a dish of sausages, and Asphyxia, who had had no food since her last meal, sniffed them hungrily. She was about to select one when a loud knock at the front door caused her to start. Her heart began to beat violently—bump-biff, bump—and the sausages began to cool off. Something was about to happen. She sensed it in every fibre of her being.

And then the door slowly opened.

(To be concluded at the first opportunity.)

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 31st. JANUARY, 1925.

AMERICA'S OLDEST CITY. Its Founder Honoured by Spain.



The above photographs depict Menéndez, a Spanish admiral, a great celebration in Aviles, who founded the city of St. Augustine, 359 years ago. The exercises, celebrated with mediaeval pomp and pageantry, were attended by twelve persons

from Florida representing that state, and the city of St. Augustine. The personal representative of King Alphonso, Hon. Alexander P. Moore, American Ambassador to Spain, General Riviera of the Regent, the Mayor of Aviles, the Bishop of Oviedo, many of the nobilities of Spain, and many others were present. King Alphonso sent a telegram of interest and congratulations, promising by way of returning the courtesy to name a delegation to attend the Ponce de Leon Celebration in St. Augustine on April 2nd, 3rd, and 4th next.

The arrival of the Florida Commission was heralded by a spectacular display of fireworks. The commission was greeted with the Royal Spanish salute. The city was aglow with the American colours, the Stars and Stripes floating from every flagstaff in the village, and red, white, and blue bunting decorating business places and private homes.

The Mayor of Aviles welcomed the delegation from Florida and extended them the freedom of the city. The Captain General extended them the greeting of the provinces and gave them its freedom, and the representative of the King extended a welcome on behalf of the country and extended its freedom. King Alphonso invited the Americans to Santander where they were his guests at a reception meeting to the King, the Queen, and the Prince of Asturias.

The remains of de Menéndez were brought from their resting place of centuries in St. Nicholas parish, and placed in a leaden casket and borne through the streets on the shoulders of Spanish sailors heading a great military parade, and finally a solemn requiem mass was sung in the great cathedral with the Bishop of the province and the Franciscan Fathers participating. Then the remains of de Menéndez were consigned to a new mausoleum, and the Americans placed a wreath thereon.

As a return courtesy the citizens of St. Augustine are planning

to welcome the commission from Spain with imposing and beautiful ceremonies next April when the discovery of Florida by Ponce de Leon and the founding of St. Augustine by de Menéndez will be celebrated with more than three thousand persons in beautiful historical costumes. The beautiful annual celebration will re-enact the historical episodes of early Florida, and there will be many interesting sports events by world stars to lend added entertainment.

It is pointed out that of all cities in America St. Augustine stands out as the finest example of the historical Spanish-Moorish architecture. Even the modern buildings preserve this atmosphere. The Ponce de Leon and Alcazar hotels built by the late Henry M. Flagler at a cost of over two millions were designed by Thomas Hastings as true Spanish types. Old Ft. Marion costing thirty million dollars, and where much of the celebration will be staged is the only mediaeval fortress in America.

Don Pedro de Menéndez was born in Aviles, Spain. He founded St. Augustine, the oldest city in the United States, on August 28th, 1565, having set sail from Cadiz, Spain in July of that year. His expedition consisted of 2,600 souls, embarked on board of 34 vessels, the largest of which was 1,000 tons burden. The new colony established 55 years before the Pilgrims landed at Plymouth Rock, experienced many vicissitudes.

King Philip II. of Spain gave large grants to de Menéndez on condition that his heirs would move to Florida within 12 years after his death. Singularly, de Menéndez direct descendants are living in Florida to-day. They trace their ancestry in this country further back than any of those whose forbears came on the Mayflower. Within the last few years, research workers under the St. Augustine Historical Society have unearthed new history of early Spanish settlers in the United States which will form new chapters to American history.

BUNGALOWS MINUS BASEMENTS. Value of the New Sugar-Cane Lumber.



Leaving out the basement in dampness, and insures uniform building a house of ordinary size heat throughout the rooms. In means a saving of \$1,000, accord- ing to Mr. B. G. Dahlberg, of difference of from eight to ten Chicago, manufacturer of synthe- degrees from the temperature at tio lumber in an address before a the floor and the temperature convention of engineers. Bagasse, shoulder high. Absence of draught the fibre of sugar cane, is now in basementless houses is brought made into lumber which insulates about by a system of underfloor against heat and cold so com- pletely that the cellar of tradition is no longer necessary. On upper Michigan Avenue, where Chicago's millions stream by, the Celotex company has declared Mr. Dahlberg, "not only erected a basementless bungalow cuts down construction costs, but which is attracting nation-wide interest. This cozy dwelling is by withstanding cold, reduces the winter coal bill by a third. This built of synthetic lumber through- lumber also insulates against out floors, walls and ceiling.

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SPORTS PARS.

Interesting World Items.

Baillie Robin Welsh is the "world's champion curler." It's a big title. He won it at the Edinburgh Ice Rink.

It is reported that teaching of Europe to play baseball cost the New York Giants and Chicago White Sox upwards of 20,000 dollars.

A boxing match between "Bombardier" Wells and Frank Goddard is suggested. Wells is said to be very anxious for such a meeting. He has an old score to wipe out.

Matthew Stobbs, for several years secretary of the Fifeshire Junior Football Association and a life member of the East of Scotland Junior Football Association, has died in Edinburgh Royal Infirmary.

A. E. Porritt, the Oxford University runner from New Zealand, is in good form just now. He has run the 220 yards race inside 22 secs., and the hurdles in 17.45 secs. These are good times for this period of the year.

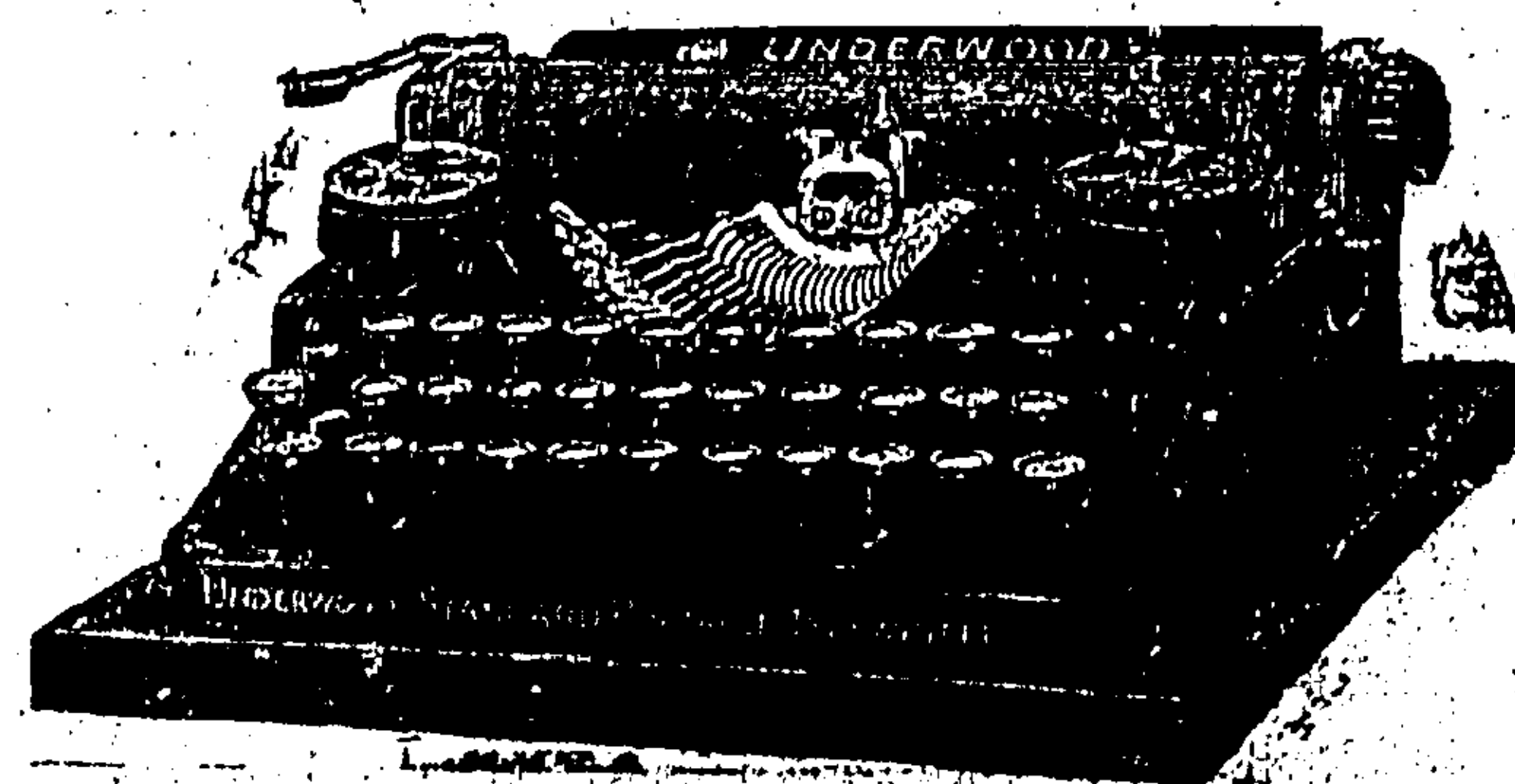
Tommy Milligan came out of his bout with Kid Lewis practically unmarked. One lip was slightly swollen, he had removed a little skin on two of his knuckles and raised a blister on one of his big toes, this of course being due to his stance. Otherwise he was all right and very fresh, and, of course, highly delighted.

James Miles, retired bank agent, a native of Hawick, whose death has occurred at Sydney, N.S.W., was at one time a player member of Hawick and Wilton Cricket Club. On his last visit to Hawick, two years ago, he was a frequent attendee at the green of the Hawick Bowling Club.

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HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116.

25, WING WOO ST.
Central.**RADIO NOTES AND NEWS.****Plans for Big Manila Station Complete.**

Plans for erection of a "super-radio" station in Manila have been virtually completed by representatives of the Radio Corporation of America, according to authoritative disclosures yesterday, reports the *Manila Bulletin* of Jan. 20th.

These plans call for installation of a giant transmitting station, with eight huge 600 foot steel towers on Mariveles Peninsula on a stretch of land within the Navy Department's reserve, while the receiving station, occupying a strip 10 miles long for antenna purposes will be situated a few miles from the city of Manila running from a point near San Juan in a direction pointing towards San Francisco.

A new submarine cable is to be laid from Manila to Mariveles, it is stated, joining the transmitting station on the latter site to the receiving equipment close to the city. This project alone involves expenditure of more than \$1,000,000 gold.

The whole of the transmitting and receiving apparatus will be operated by means of what is known as "remote control," the centre of operations being in a building to be erected in the business centre of Manila, in the event that suitable premises already in existence cannot be found.

The plans also include complete operation of the stations by the War Department in time of hostilities, but the methods whereby this will be carried out, although understood to have been completed already to the satisfaction of Washington officials, are being kept a close secret.

During the last few weeks, quiet but intensive testing work has been carried on by a corps of radio engineers, one section devoting its time to the transmitting site at Mariveles and the other to the receiving grounds outside Manila. These tests have been conducted under the direction of Admiral W. H. Bullard, it is said, who is now in the Philippines to recommend to Washington and to the executives of the Radio Corporation of America the best

methods for carrying out the big project.

A large staff of construction and radio engineers already have received instructions to leave the United States for the Philippines to begin the work and the vanguard, consisting of some of the best radio brains in the world today, will arrive in Manila within the next two months to commence erection works.

RECEIVING STATION.

The interesting part of the station, so far as the operation is concerned, will be the receiving station just outside of Manila, it is said. Here will be in permanent residence a staff of more than 20 radio operators and engineers, with their wives and families. In order to make it sufficiently attractive for qualified men to live in the Philippines, a colony of residences will be built around the building which is to house the radio equipment and a swimming pool, tennis courts and every facility for healthy and comfortable living will be provided in the miniature city.

Every minute of every 24 hours and for 365 days in the year, direct communication between the Philippines and San Francisco, New York, London and other capitals of the world will be possible through the new station. One million words per day may be rushed through the air too fast to be copied by any human agency. This will be accomplished through the agency of what is known as the Alexanderson alternative system, the most recent development in high speed radio transmission.

The entry of the Radio Corporation of America, the most powerful wireless organization in the world, into the Philippines and the erection of this super station, comprise the biggest project of the decade in the islands wherein American capital has financed the entire operation. It is estimated that the deal will involve considerably over \$1,000,000, besides an expenditure in the islands annually of more than

\$300,000. These estimates are limited to the expenditures of the Radio Corporation of America, alone, while in the event of war, the plans call for huge outlays by the War and Navy Departments, of which course no estimates are available.

Upon completion of the station which, it is declared, will be well within two years, new lanes of radio communication will be opened up for this part of the world, adds our contemporary.

LOW WAVELENGTHS IN HOLLAND.**Amateurs Organize Secret Society.**

Owing to the fact that the sending out of wireless signals is very much restricted by the Dutch state authorities, while interest in these stations by amateurs is very keen, a number of these amateurs founded a secret society, reports a *Christian Science Monitor* correspondent at the Hague. This society is unique. As no official call letter could be obtained, the members put an O or zero before the other call letters, and thus they called it the O-League.

The members of this league know only one or two in their direct neighborhood, not the others, as this might lead to detection by the police authorities, of a great number of them. Their number is probably between 200 and 300, according to an expert wireless amateur, interviewed by the correspondent of The Christian Science Monitor. They have their own secret periodical, either typewritten or hectographed. This paper has often excellent technical articles on the short wavelengths, the aim of most of the experimenting of the members. Sometimes the police have "radio-razzias" by which a few of these unlicensed stations are detected and sequestered. However, not many are found out, as the members send warnings to each other. In a majority of cases the police do not find anything, the station being safely hidden in time. In order not to be detected, the Zero League members work with a very short wavelength. When the official stations shorten their waves, in order to find them out, they "dive" into still shorter waves!

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FEW DAYS AT HALF ORIGINAL PRICE. DO NOT MISS THESE BARGAINS.
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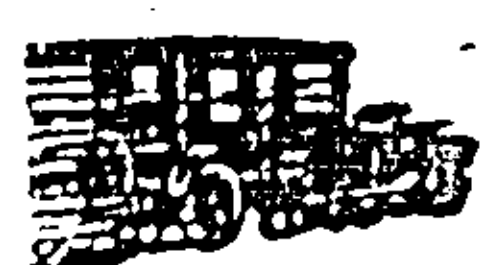
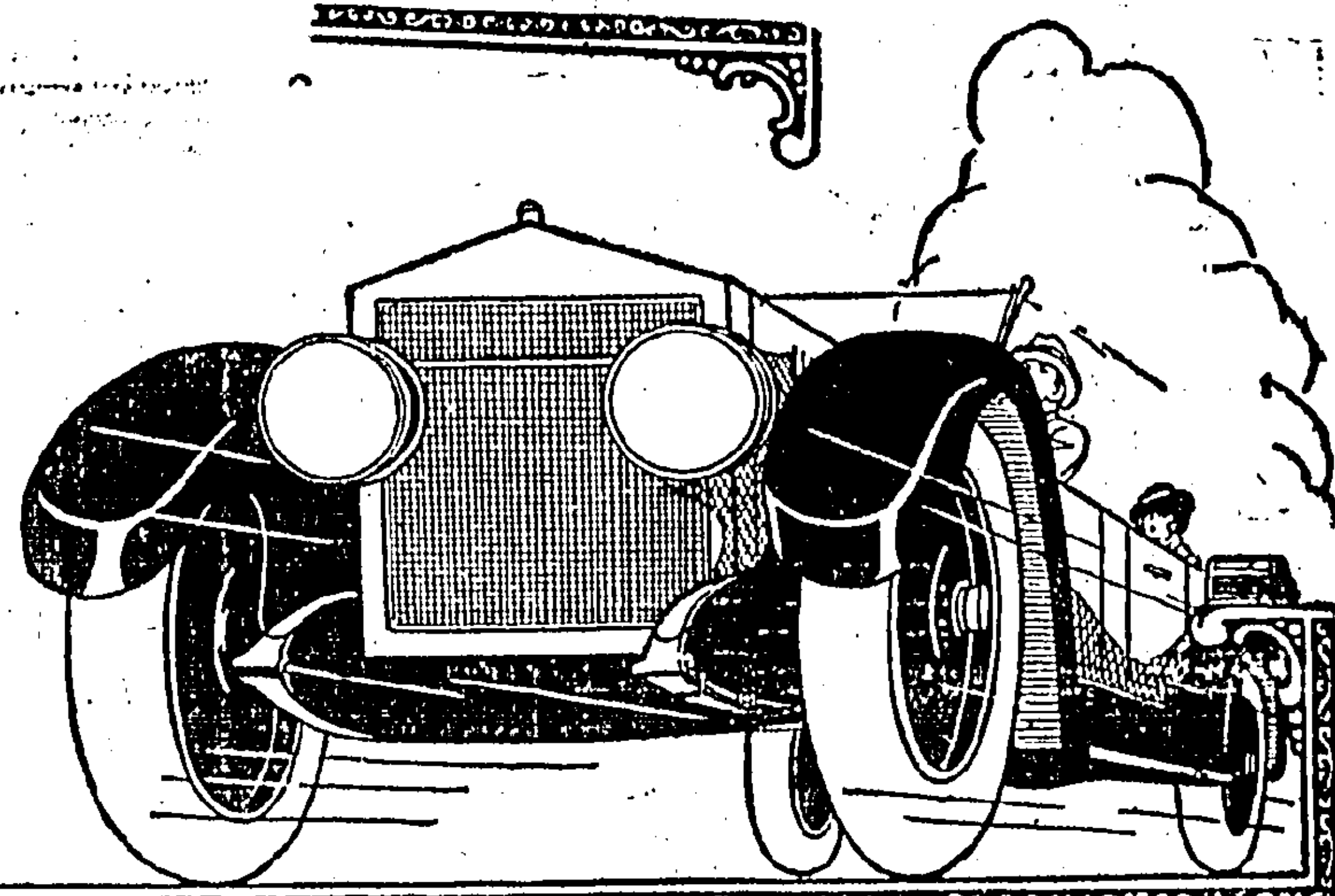
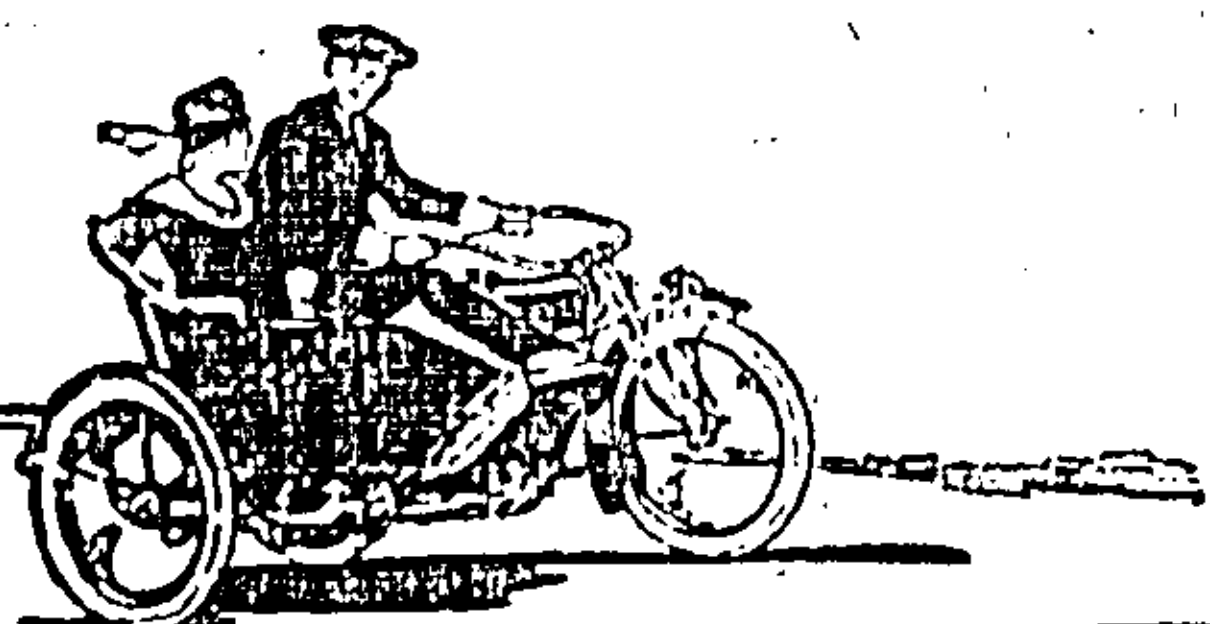
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MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 31st. January, 1925.

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

In spite of a notice published in the local Press, and the placing of the usual notice boards at either end of the road, quite a number of motorists ignored the injunction prohibiting the use of the new road from Wong-nei-chung Gap to Repulse Bay. Apparently this thoroughfare is in course of top dressing, and it must be conceded that steps would not be taken to close the road unless absolutely necessary. Walking over it on Saturday last, the writer of these notes noticed quite a number of cars, the progress of which disturbed the work which was being done by causing ruts in the levelling, and by so doing, making it necessary for the workers concerned to retrace their steps in order to make good the damage.

Such thoughtlessness as this on the part of some drivers delays urgent work and only prolongs the inconvenience caused to those who obey instructions. It should not be a very difficult matter to ensure that orders of such an important nature be obeyed by every motorist, otherwise those responsible for keeping our roads in good condition have a legitimate answer to the complaints which are so often heard.

We are informed that most damage is done at night when apparently some drivers who hesitate to disobey instructions

in the daytime, think it safe to take the short way home when they are not so likely to be caught in the act. In the interest of the majority of motorists, and in fairness to those responsible for keeping the Colony's roads in repair, we urge that suitable measures be taken to prevent this flaunting of public authority.

Once again Chinese New Year has passed, and once again demonstrations have been given of how, in the interest of public safety, motor cars should not be loaded!

Concerning the local price of petrol. It was pointed out to us recently that on account of the quantity handled by distributors in the United States, the price would naturally be lower in that country than in places where the demand is comparatively negligible. One large garage in New York, for example, would sell as much gasoline in a day as the whole of the garages in Hongkong would sell in a month. Such being the case, a cent a gallon profit would pay the large distributor whereas the smaller dealer would be very much out-of-pocket in handling charges if he attempted such a policy. Although we are willing to admit the logic of this assertion, we do not think it quite explains the wide difference in price which at present exists.

IMPORTANT MOTORING APPEAL.

REAR PLATE ILLUMINATION.

The Automobile Association is appealing to Quarter Sessions against the conviction of a motorist by the Torpoint Bench in respect of his failure to illuminate the rear number plate.

The evidence showed that the motorist was stopped by the Police and informed that his rear lamp was out. On examination it was found that the filament in the electric bulb was broken. It was, however, clear that the lamp was all right a short time previously, as the motorist had occasion to stop a few miles from Torpoint and he then observed the lamp to be all right.

These facts were brought to the notice of the Bench by the solicitor instructed by the Automobile Association, and the lamp with the broken filament was also produced. At the same time it was also pointed out to the Bench that the statute provided that where all reasonable steps had been taken to ensure a proper illumination of the number plate, no conviction should be recorded. The Bench rejected this defence, and in finding the motorist guilty stated that in their view it was not open to him to make use of this defence, and that the more fact that the lamp was out apparently rendered the offence complete.

It was held by the High Court some time ago that this defence was available to the motorist on a charge of this nature, and the Automobile Association is appealing in order to preserve a principle which is of vital importance to all motorists.

PETROL PROBLEM.

THREATENED FAMINE IN THE UNITED STATES.

How can the threatened gasoline shortage in the United States be averted?

Experts for some time have feared a famine in auto fuel. Motor vehicles and gasoline power machinery together with the coaling of coal burning engines into oil burners, is rapidly depleting the oil reserves.

FACING PROBLEM.

The situation brings the motor vehicle industry face to face with the problem of obtaining more efficient results from the fuel used.

It is known that but 15 per cent. of the power generated is utilized in the present method of operation.

"A gallon of gas contains enough energy to run a car 450 miles on a level paved road, if it were possible to utilize all of the energy in the gas," according to T. A. Boyd, Dayton, O., an authority on fuel.

CRACKING PROCESS.

Further development of the cracking process in the manufacture of petrol is seen by Boyd as one solution to the problem.

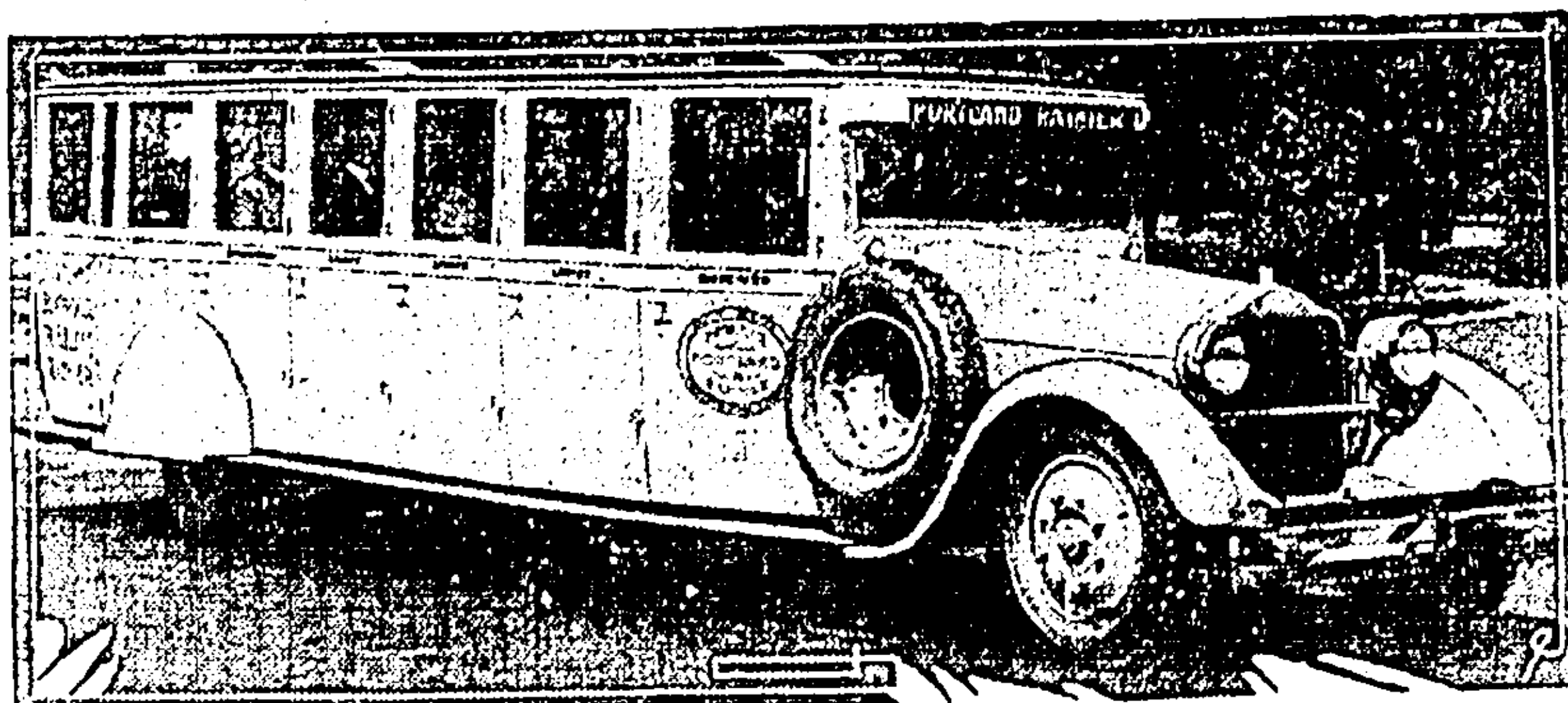
At present, however, much remains to be done to bring this process to a plane where it will not be too costly to be practical. Another solution lies in the increased efficiency of engines in which gasoline is used.

If a remedy could be found for crankcase dilution, motorists would save millions of dollars annually, and a big waste in oil and gasoline would be averted.

Manufacturers now advise the draining of the crankcases at

MOTOR BUS AS TRAMWAY ALLY.

Provides Assistance Instead of Rivalry.



A MODERN PASSENGER BUS OF THE PORTLAND & SEATTLE RAILWAY.

Tram and railroads are coming to learn that busses are their ally instead of their rival.

Particularly in Ohio and in many of the western states railroads are operating bus lines in connection with their power and steam lines. Data gathered from the American Automobile Association offices reveal that 120 street car companies in 31 states own and operate bus lines.

The number of individual busses operated by the car companies is 1127, and the grand total of busses, in operation in the United States, is 51,000.

Many of these busses are serving country territory. They

are taking the place of the stage and the old post express in places where rail service does not exist and where the population is too thinly scattered to permit it to exist.

Much discussion has been made as to whether the bus will replace the tramcar.

It never will, according to the opinion of motor vehicle manufacturers. These men base their opinions on the fact that the tramcar and the bus each afford a type of transportation peculiar to themselves.

Mass transportation in the centre of population probably

always will be handled by trolley, elevated and subway lines. There seems to be no question, however, but that these facilities will be supplemented by the use of busses.

Bus business is an infant. The demand for the vehicles has been so great that as yet manufacturers are not sure of the proper type for the various kinds of service.

Some bodies have been built entirely too wide and without respect for the rights of others on the highways. A study of the needs of the service, with a view of bringing out the ideal bus, is being made by many manufacturers.

stated intervals, depending upon the number of miles the car has been driven.

WASTE.

Often this is a waste of the oil, and any gasoline, escaping into the oil, a condition that often makes draining a necessity, is a waste.

Engineers are attempting to design an engine in which it will be impossible for gasoline to become mixed with the oil. Also, efforts are being made to develop some easy method of testing oil in the crankcase.

If every motorist could carry some simple little device by which he could determine when his oil was unfit and dangerous it would result in a great saving of money and oil.

MOTOR TRUCK FEAT.

VALUE OF NEW TWO- RANGE TRANSMISSION.

Although the overloading of a motor truck is considered to be very bad practice not only by the truck manufacturers but by road authorities because of the damage which overloaded trucks are liable to do to highways, it often happens that overloading is unavoidable in an emergency. The excess capacity provided in a high grade truck is a factor of safety which therefore proves valuable.

A recent engineering development that gives trucks exceptional ability to carry heavy overloads and overcome severe operating conditions, is the provision for multiplying the engine power through a greater number of gear changes than are given by the conventional four-speed transmission.

This object is attained in the two-range transmission recently developed and used exclusively in GMC trucks, manufactured by the General Motors Truck Company, a division of General Motors Corporation. This gearbox follows the generally accepted principles of transmission design, except that there are two pairs of constant-mesh gears in place of one, giving the counter-shaft two different speeds, either of which may be engaged at the will of the driver.

Four forward speeds and reverse may be engaged through the operation of the gearshift lever, as in the ordinary selective sliding-gear transmission, using the high-range counter-shaft speed through one set of constant-mesh gears. By shifting the separate range lever, the low range set of constant-mesh gears may be engaged, giving an additional set of three lower forward gear ratios and reverse for bad roads and extra heavy loads. The high or fourth forward speed is a direct drive in either case.

Thus, by adding only five major parts, the two-range transmission provides a total of seven forward speeds and two reverse, giving thirty per cent. additional driving power without unduly raising the engine and making it impossible to operate the truck at the most economical speed under all conditions.

An interesting example of the utility of the GMC two-range transmission was given recently in an extraordinary feat performed near Omaha, Nebraska, U.S.A. The Building Transfer Company of that city, a large concern operating a motor transport business, had contracted to move a steam boiler weighing approximately 6 tons into Omaha from a small town thirty-five miles from the city, over unimproved roads in

a hilly country. An ordinary 3½-ton truck with a conventional transmission was selected for the work, but after travelling about eight miles, the clutch failed when trying to climb a hill and it was found impossible to proceed with the heavy overload.

An emergency call was sent to the Omaha distributor of GMC trucks for a machine of 5-ton or larger capacity to relieve the broken down truck and save the transport company from the penalty imposed in the contract for failure to deliver the boiler on time.

Not having a 5-ton truck available, a 3½-ton GMC with the two-range transmission was sent out, and the boiler was transferred to it. Although such a heavy overload was not recommended nor desirable, the GMC truck, due to the two-range transmission and the excess weight carrying capacity provided in its design, had no difficulty in overcoming the severe road conditions and safely delivered the boiler on time.

The other truck, which was able to proceed now that the load had been removed, started at the same time, but the 3½-ton GMC truck with its 6-ton load arrived at its destination thirty minutes ahead of the empty truck.

YOU SHOULD DO BETTER.

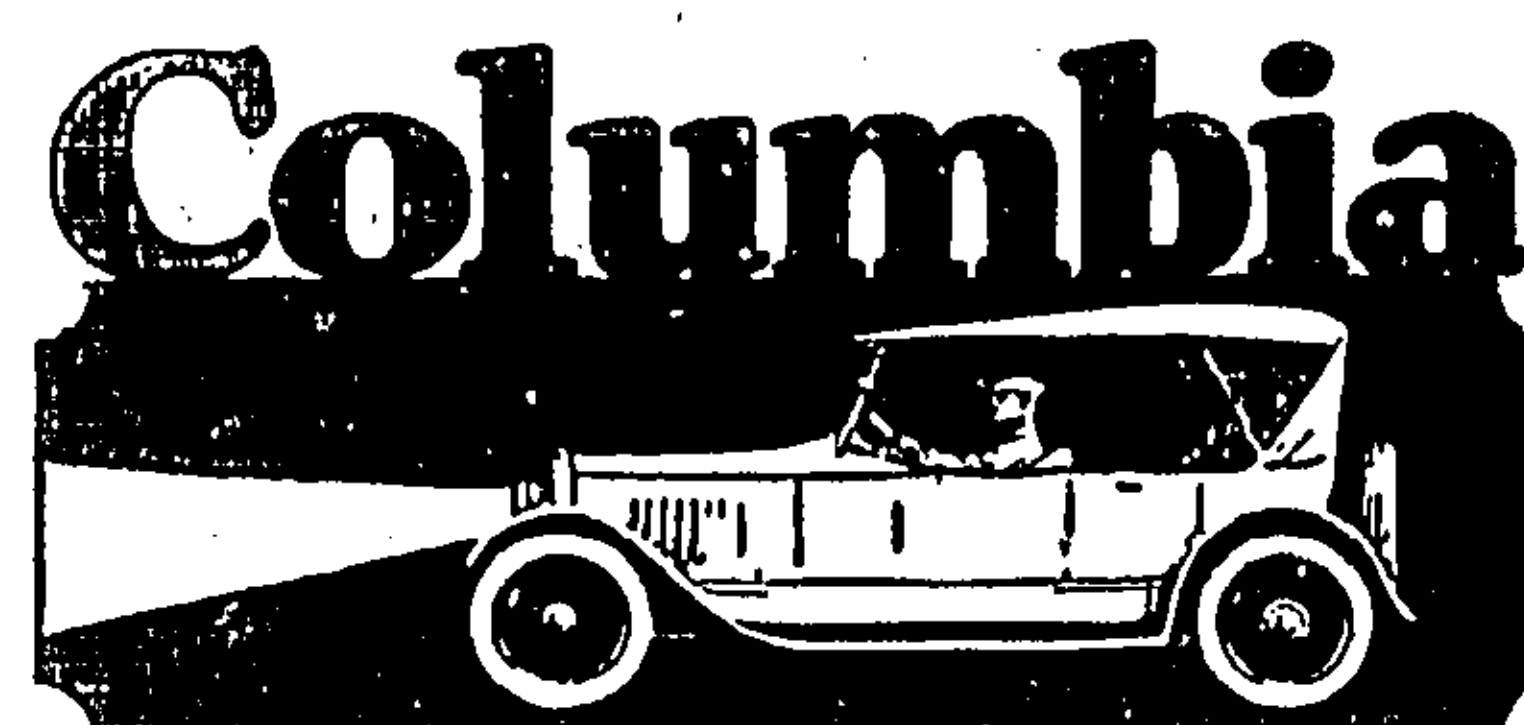
Many persons who are driving cars at a disadvantage have much to teach the average driver. This is particularly well illustrated in the case of the man who is handicapped by deafness. How, for instance, does a deaf driver know whether his engine is running? Suppose it should stall. Would he know it before he let in the clutch and found no power available?

Deaf drivers learn to use the ammeter. So long as its needle flickers the engine is running. When it is paid in a discharge position it is "dead." A deaf driver is quick to feel vibration, but granting that he is operating a motor that has no period of vibration, he is never in doubt as to whether he is running the engine too fast for easy starting. If the ammeter needle points above the

when the throttle is closed the engine is idling too fast. Drivers who are fortunate enough to possess all their senses would do well to learn how others overcome their driving handicaps.

CLOSED CARS INCREASE.

Production of closed autos has shown a greater increase every month this year than last. Percentage of closed cars for the entire industry is expected to reach 40 per cent. by the end of the year.



Storage Batteries

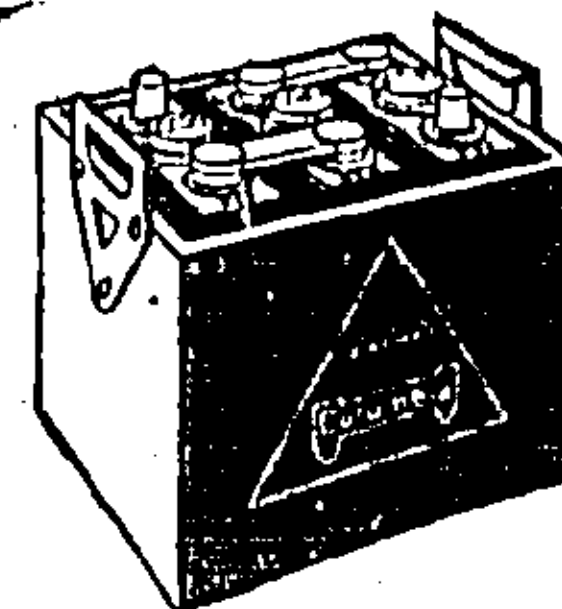
Columbia Storage Batteries are ideal for starting, lighting, and ignition on automobiles. The highest grade construction throughout—universal terminals to fit all wiring. Their higher power makes them always dependable; their rugged strength enables them to yield extra long service.

Your next battery should be a Columbia—"famous for the service they render."

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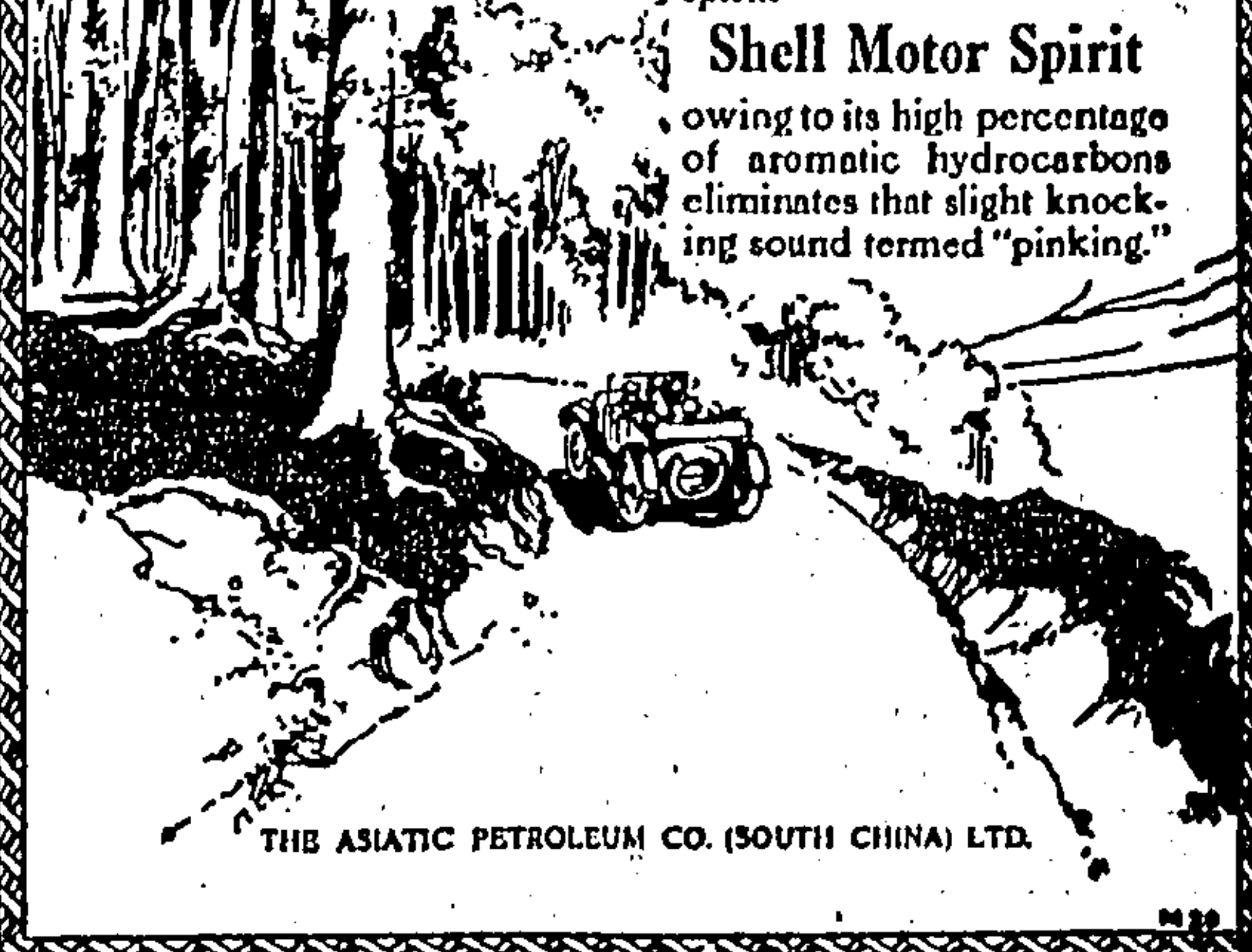
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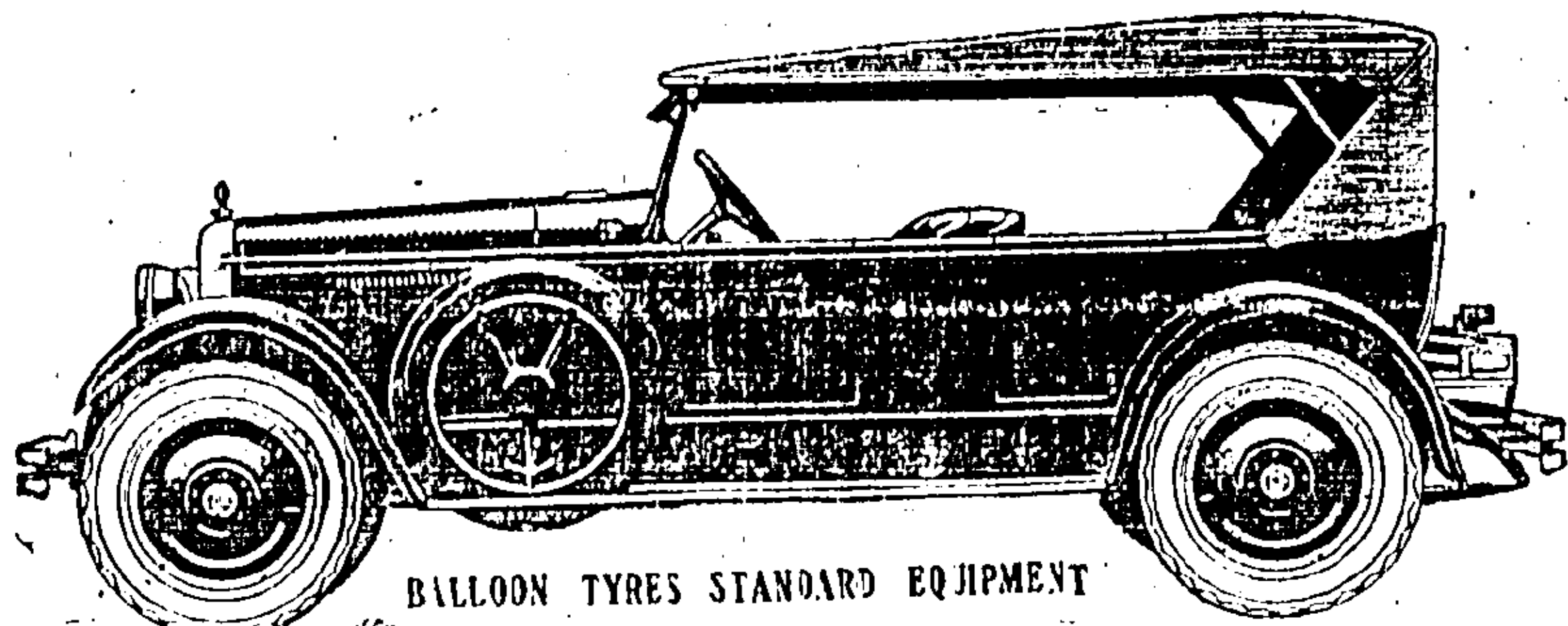
EVEN with a faultless ignition, the modern high-compression engine pinks—on acceleration—when driven by an inferior spirit.

Shell Motor Spirit

Owing to its high percentage of aromatic hydrocarbons eliminates that slight knocking sound termed "pinking."



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Here is a motor car built on strikingly beautiful lines, from the tip of the radiator to the rear of the chassis. A car that is upholstered in bright, finished, heavy grained leather. A full seven-seater with a 131-inch wheelbase and five-foot spring suspension. A chassis constructed of 6 1/2-inch "I" beam steel, rigid and rugged. An engine so free from vibration and so silent that a pencil can be balanced on the top of the radiator cap.

PAIGE SPECIFICATIONS:

Engine—6 cylinder 3 3/4 x 5; high pressure oiling to main and connecting rod bearings; silent front end timing chain; aluminium crankcase; 131-inch wheelbase; Paige-Timken axles; 6 1/2-inch frame; springs of special high carbon steel, 40 inches in front; 61 1/4 inches in rear; snubbers, front and rear; petrol gauge and eight-day clock on dash; instruments assembled under glass.

Spare tyre, tube and protector; bumpers, front and rear; nickel radiator and motor; automatic windscreen wiper; rear view mirror; sun visor; folding luggage carrier; trunk rails; rear stop signal.

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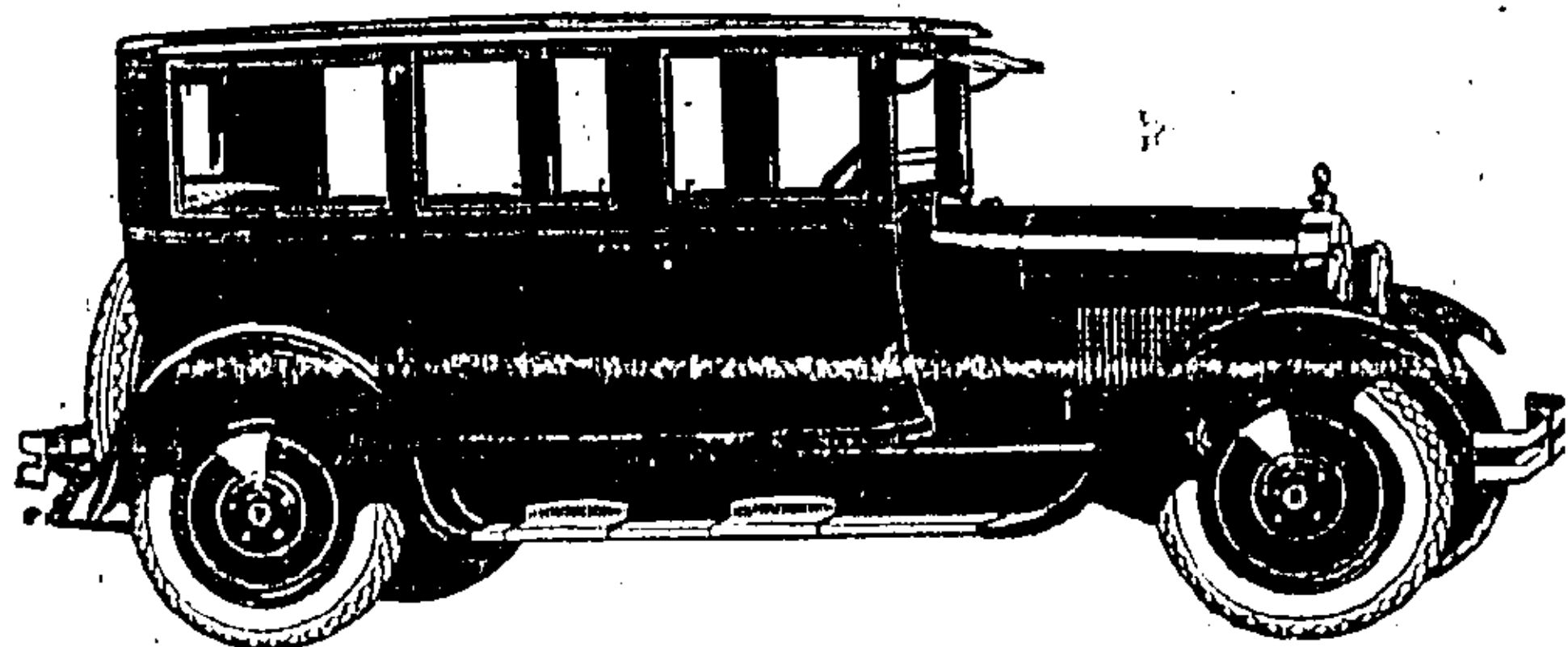
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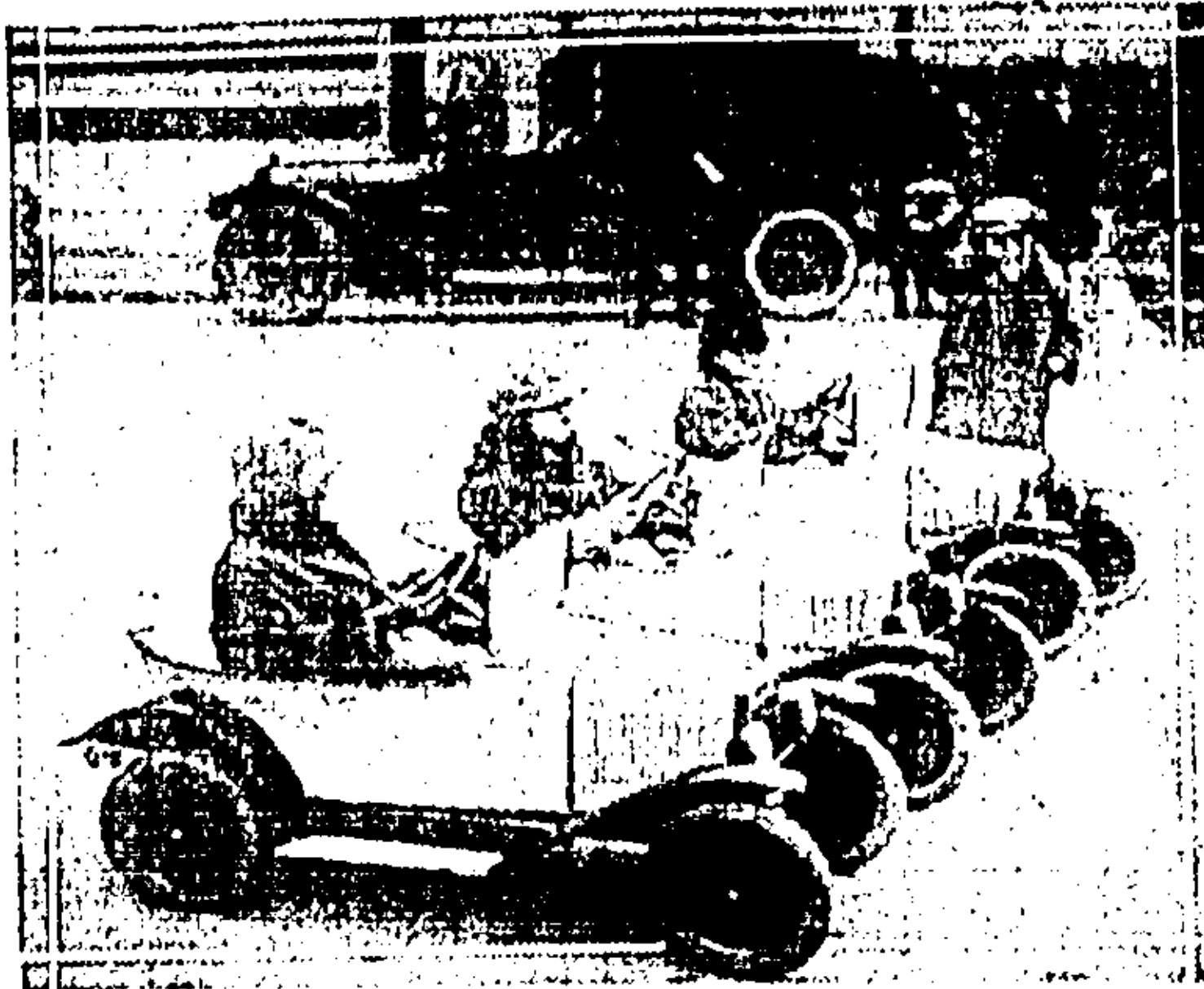


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THE KIDDIES' SPECIAL.



Andre Citroen, the French "Henry Ford," has designed toy autos that are exact duplicates of his larger car. And to prove that they would run, he held a kiddies' race on the Bois de Boulogne in Paris. The photo shows the start of the race.

U.S. OIL SCANDALS.

CORRUPTION CHARGES UNSUPPORTED.

The following very interesting article from *Utah Daily*, an American trade publication, puts a different and welcomed complexion on the recent oil scandals in that country:

Fred R. Marvin, editor of the *New York Commercial*, and who for four weeks attended all the sessions at the trial of the suit brought by the Government against the Pan American Petroleum Co., in a review of the case, states not a scintilla of evidence was produced by the Government attorneys showing corruption. Mr. Marvin states:

Having heard this evidence, having listened to the reading of certain exhibits and afterwards securing and carefully reading many of these exhibits for myself after getting the real facts back of this persecution for it seems nothing else save persecution—I am forced to wonder how a sane Senate was ever swept off its feet and induced to pass a resolution asking the cancellation of these contracts on the flimsy pretense of "fraud and conspiracy," and appropriating out of the taxpayer's money the sum of \$250,000 for what seemed to all who heard the case presented, as a frank farce.

WHAT THE EVIDENCE SHOWED.

Out of the evidence there can be but one conclusion drawn, for that evidence appeared to show beyond a question these facts:

A little over two years ago the naval war board found a situation that menaced the peace and happiness of this nation. The Pacific fleet had been transformed into oil burners, yet at no place upon the coast was to be found fuel oil stored in sufficient quantities for emergency use. At that time, it will be recalled, we were menaced from that coast. To go to Congress and ask a direct appropriation would be to expose to the world the truth. It would be dangerous. So the Naval War Board conceived the idea of having a law passed which gave it the right to exchange royalty oil in the fields for fuel oil storage. Such a law was passed. No objection was made to it by any one in Congress.

When this had been accomplished the Naval War board turned over to Admiral John K. Robinson the task of operating under that law. Admiral Robinson took the position, as he testified on the stand, that the authorization to store oil carried with it the authorization to erect tanks into which to store it, since certainly there could be no storage without the container.

After details had been worked out on the tanks desired at Pearl Harbor the balance of the work came more within the province of this Department of the Interior, as had a well equipped department conversant with the land laws, and special and efficient department known as the Bureau of Mines, with a petroleum division, fitted to handle oil matters. So came the President's order transferring the naval reserves to the Interior Department, not, as alleged as a part of a corrupt deal to loot these lands, but on the contrary, that the Navy Department might have trained agencies through which to deal on matters with which naval officials were not skilled.

When temporary plans and specifications had been prepared by the bureau of yards and docks of the Navy, these were presented

ed to the Interior Department to find contractors who would do the work and accept crude oil in the field for their compensation.

OIL COMPANIES RECOMMENDED FOR TANKS.

The undisputed evidence, and from sources that could not be questioned, was that when large contracting firms were presented with the suggestion they turned it down because they could not accept crude oil in the field as their compensation. Gano Dunn, of the J. G. White Engineering Co., testified that when the proposition was submitted to his directors they turned it down, although he thought it might be done. Then he returned to officials at Washington and pointed out to them the situation suggesting the contract he let to

some large oil company that could readily transfer crude oil into cash, such oil company, in turn, sub letting the actual construction work.

This suggestion led to Mr. Dunn being introduced to officials of the Pan-American people, his firm being the one that did the actual construction work under the Pan-American contract, receiving its pay in full, although the Pan-American still holds the sack for around \$6,000,000.

Dr. Bain, of the Bureau of Mines, testified that after specifications had been prepared by the Navy Department he took them personally to the Pacific coast and submitted them to a number of oil companies, asking bids. Three of these companies did present bids—the Standard Oil, the Associated Oil and the Pan-American. "Strings" were tied to the bids of the Standard and the Associated, and the contract was let to the Pan-American. But all that is a bit ahead of the story, chronologically.

The suggestion had been made to officials of both the Navy Department and the Interior Department that the law did not permit the letting of construction work to be paid for in oil royalties. Both the solicitor general of the Interior Department and the advocate general of the Navy, after being asked for legal advice, contended the law did not permit this action. However, it was the fear of Admiral Robinson that there might be some "legal jam" and the work interfered with, for, while it did not appear in direct evidence it was read between the lines, certain foreign "pacifist" forces were mighty busy about this time.

Then, according to the testimony of Admiral Robinson, it was that, fearing some delay which would be serious to this country from a naval standpoint he got personally in touch with E. L. Doherty, of the Pan-American company. The Admiral, on the witness stand and with much

emotion in his voice, said that he talked with the "old man" for an hour or an hour and a half; that he laid all the cards on the table; that he pointed out the desperate situation of the Navy and of the residents of the Pacific coast; that he called Mr. Doherty's attention to the legal squabble that might result and of the belief that some companies would not bid under the circumstances; that he appealed to him as a loyal American and Californian to come to the rescue. Then it was, testified the Admiral, when he had the listener "red eyed and white cheeked," Mr. Doherty arose, grasped the hand of the navy officer and said:

"One thing you be sure of, Admiral, you will have a bid from the Pan American, and what is more, that bid will be at actual costs."

DANGEROUS SPEED.

Even with perfect brakes, it takes an average car going at 30 miles an hour and 95 to 100 feet to stop. Yet many brakes are imperfect, police will testify.

CLUTCH FAULT REMEDY.

A dragging clutch may be caused by too close an adjustment or by lack of lubrication of the thrust bearing. The thrust bearing at the rear of the clutch shaft and the throw-out collar bearing should be kept well lubricated. If these bearings become worn appreciably, the clutch will not operate satisfactorily.

If the clutch collar does not seem to be worn excessively and the clutch still fails to properly free itself, it may be that the full throw of the pedal does not allow a complete release of all the plates. A washer inserted on each driving stud will usually overcome the trouble. The pedal should not be permitted to touch the floor boards, or slippage may occur.

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So safely and satisfactorily have BUICK Four-Wheel-Brakes performed upon thousands of Buick cars that not even so much as a cotter pin was changed in building the 1925 Buick brake equipment.

When better Automobiles are built Buick will build them

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A good car merits a good, clean, roomy garage. Only a limited number of cars can now be accommodated.

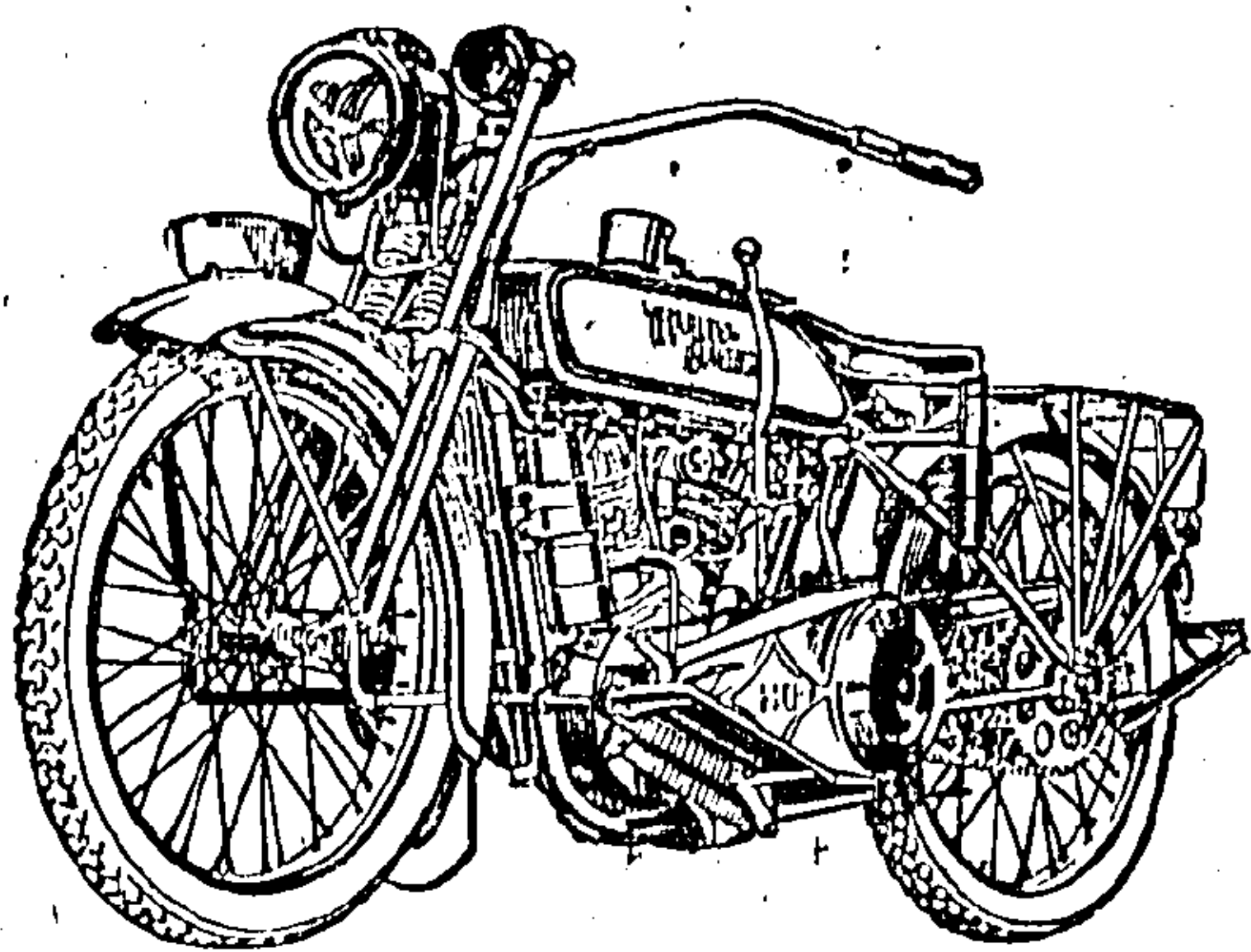
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STORAGE

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1924 MODELS IN STOCK FOR
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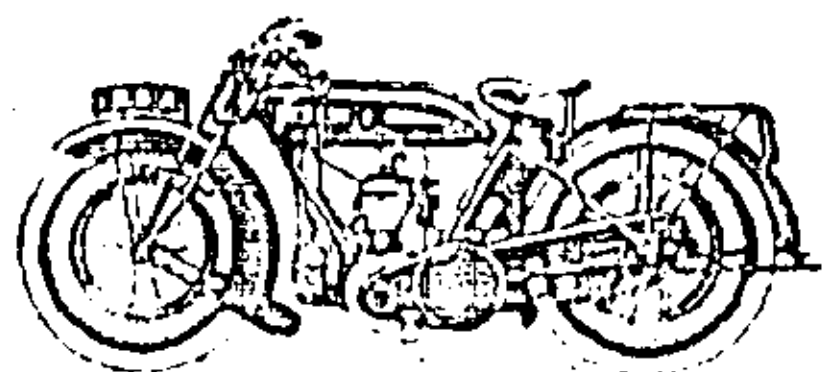
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We use ACME QUALITY
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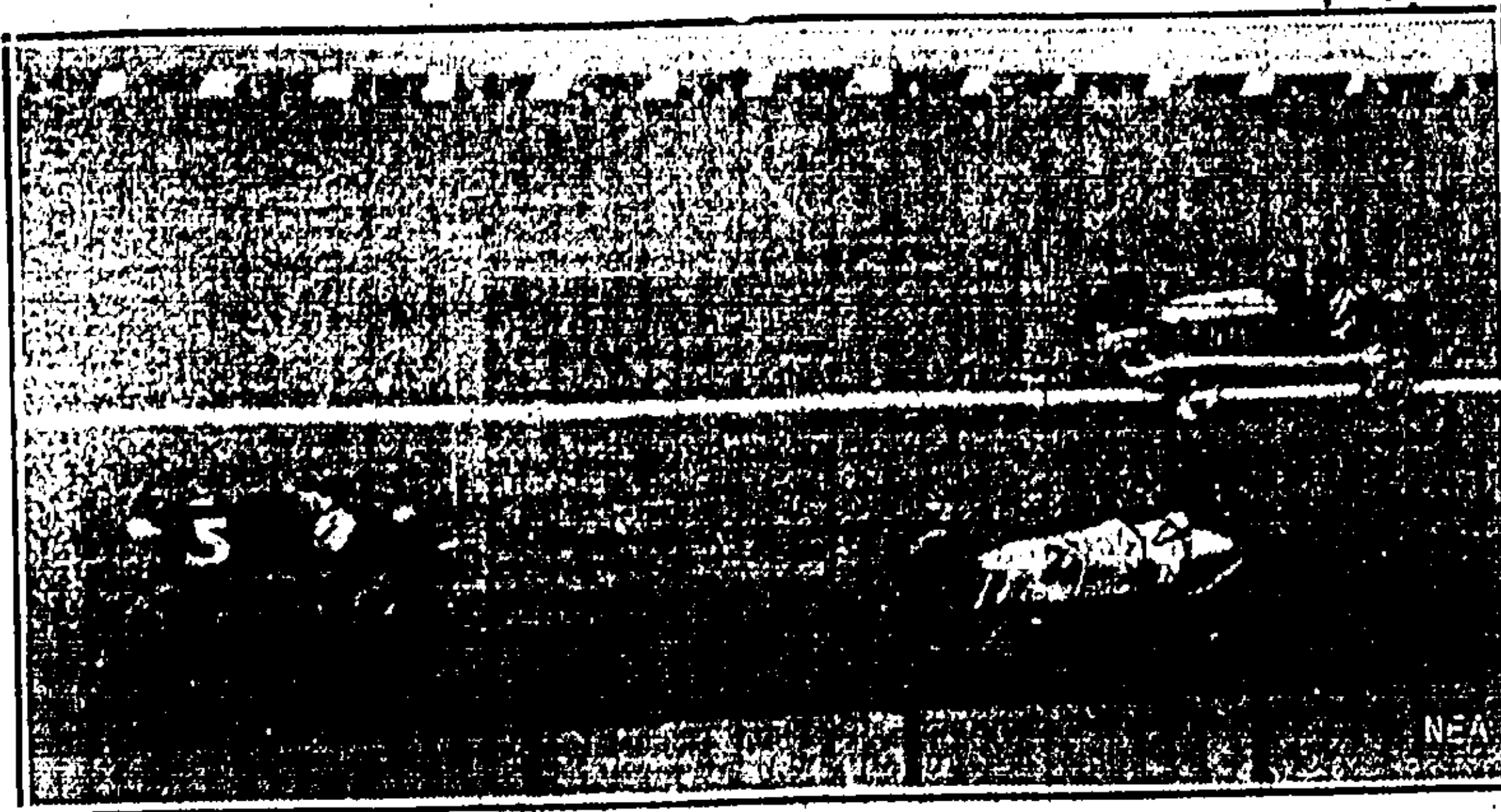
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Expert and Constant European Supervision.

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NEW SPEED RECORDS ESTABLISHED.

Thrills at the Opening of the Racing Season at Culver City, California.



New speed records were chalked up at the opening of the racing season on the Culver City (Calif.) track. This picture shows Benny Hill, who eventually won, catching up with Ralph De Palma, while Tommy Milton in No. 5 is leading the field. Benny attained the speed of 126.9 miles an hour on the final lap.

UNIQUE RACE TRACK.

"CANNON BALL" BAKER'S SPLENDID PERFORMANCE.

One of the most gruelling races ever staged was run off in California Thanksgiving Day. This race, the Ascat road race, was run over a "hill and dale" course, five miles around, with many steep grades and sharp hair pin turns. The distance was 2.0 miles. About four-fifths of the course was in plain view of the grandstands of the Ascat Speedway in California, a part of which speedy motordrome formed a portion of the course.

It was a race, the classifications of which originally called for modified stock cars of popular makes. Later the bars were dropped and cars of any nature whatever were allowed to compete. The field of drivers and cars was large. The list contained the names of many well known American and foreign speed merchants and specially built racing cars.

When a plan of the course was laid before Chief Engineer Mather of the factory, he informed that the man who made the drawing could not have known his grade percentages; that the grades couldn't be so steep. Several months later, while in California, Mr. Mather took advantage of an opportunity to inspect the course. Again he claimed that the draftsman could not have judged the grades correctly because he had hardly done their steepness justice.

The course left the oval race track in a fairly level 30-foot wide stretch until it reached the hills. The first of these it climbed on a long winding 12 per cent. grade. Around the horseshoe bend it took a stiff 29 per cent. downward drop. Turning several corners past the one-mile point, it rose sharply to the tune of 29 per cent. Rounding a hair pin curve it fell away on a 35 per cent. grade.

Past the two-mile post the drivers had to four-wheel brake their cars sharply for another hair pin curve, turning immediately into a 26 1/4 per cent. up grade. Wriggling along the crest of a hill they pulled up a 30 per cent. tilt, around a sharp hair pin and down a 30 per cent. grade that was equally tough on driver and car. This slackened into a 10 per cent. grade at the three-mile point. Past this point the course rose slightly in an over twisting circuit down the home stretch to the oval track.

Fifty of these "back to nature" laps constituted the 250-mile grind. It was on this course and against this competition that a Jewett Special, equipped with one of the new Jewett motors, made a wonderful showing, finishing second in the race. And it is generally conceded that had not fate intervened, in the form of two bad tyres, the Jewett would unquestionably have won.

The car was owned, entered and driven by "Cannon Ball" Baker, noted transcontinental record breaker. He saw the Jewett Specials win the competitive hill climbs in New York state by wide margins and decided that cars like these were what he needed for the race. He secured the car he drove from the Paige Company of Southern California, Los Angeles.

A Duesenberg Special straight-eight won in the fast time of 3 hours 21 minutes 40 seconds. The Jewett Special finished only four minutes later in 3 hours 25 minutes 40 seconds, much faster than a mile a minute. A Chrysler Special finished nearly eight minutes behind the Jewett in 3 hours 33 minutes. A Stutz finished fourth; Buick, fifth; Hudson, sixth; Chrysler, seventh; Oakland, eighth; Duesenberg, ninth; Hudson, tenth.

Baker in the Jewett led the field the first half of the race. He was 1 minute 45 seconds ahead of the

Duesenberg when a tyre burst. As the tyre went flat just after he had left the oval this necessitated his driving a complete lap through the hills on a flat tyre. Approximately five minutes were lost on account of this. Driving a wonderful race, he was within a hundred yards of reaching the leader on the next to the last lap when a second tyre blew out. The last lap was driven with this tyre flat. It is said that the Jewett made the fastest lap of the day in 3 minutes 46 1/5 seconds. Those who have seen the course say, this is a wonderful record.

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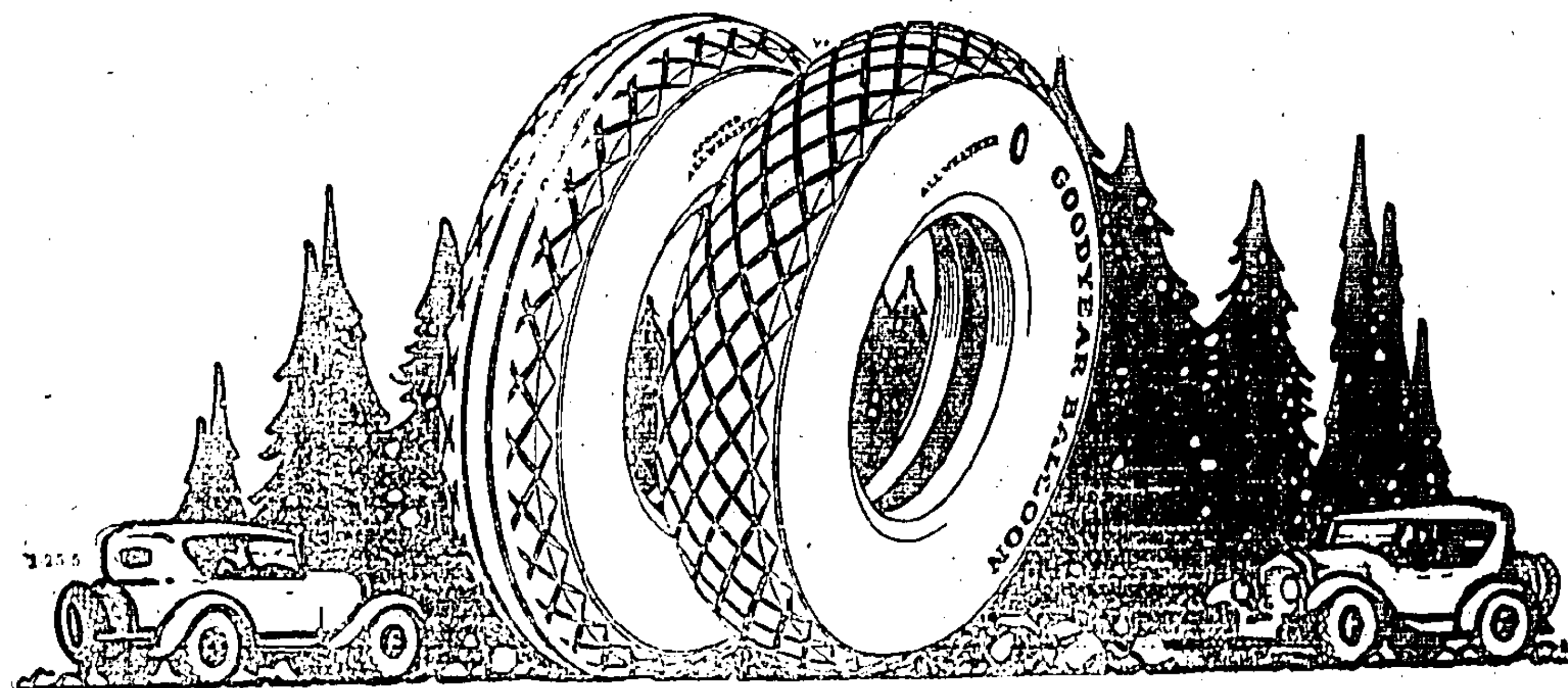
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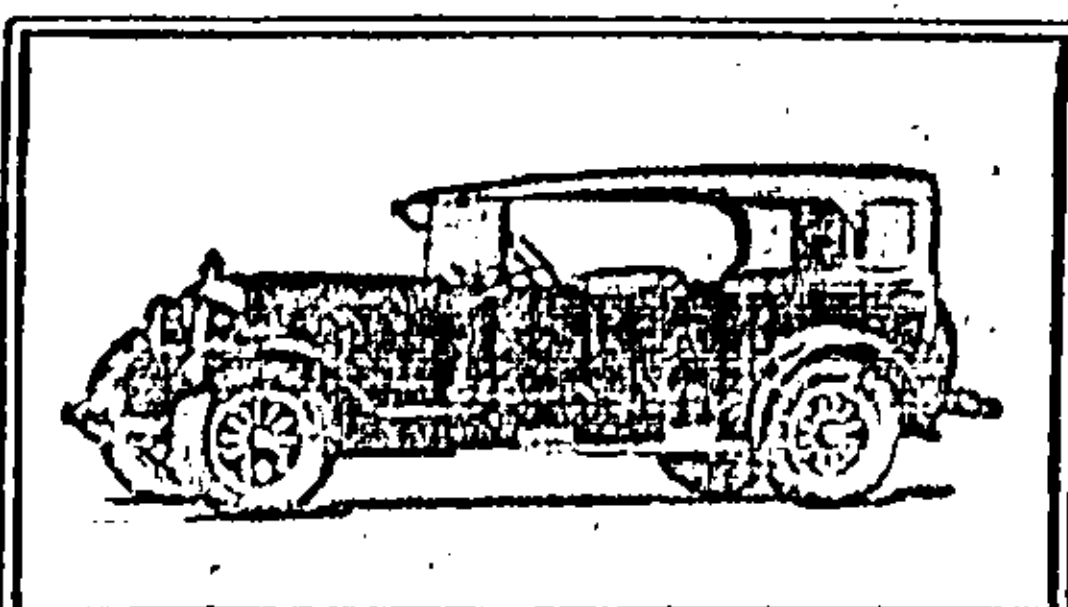
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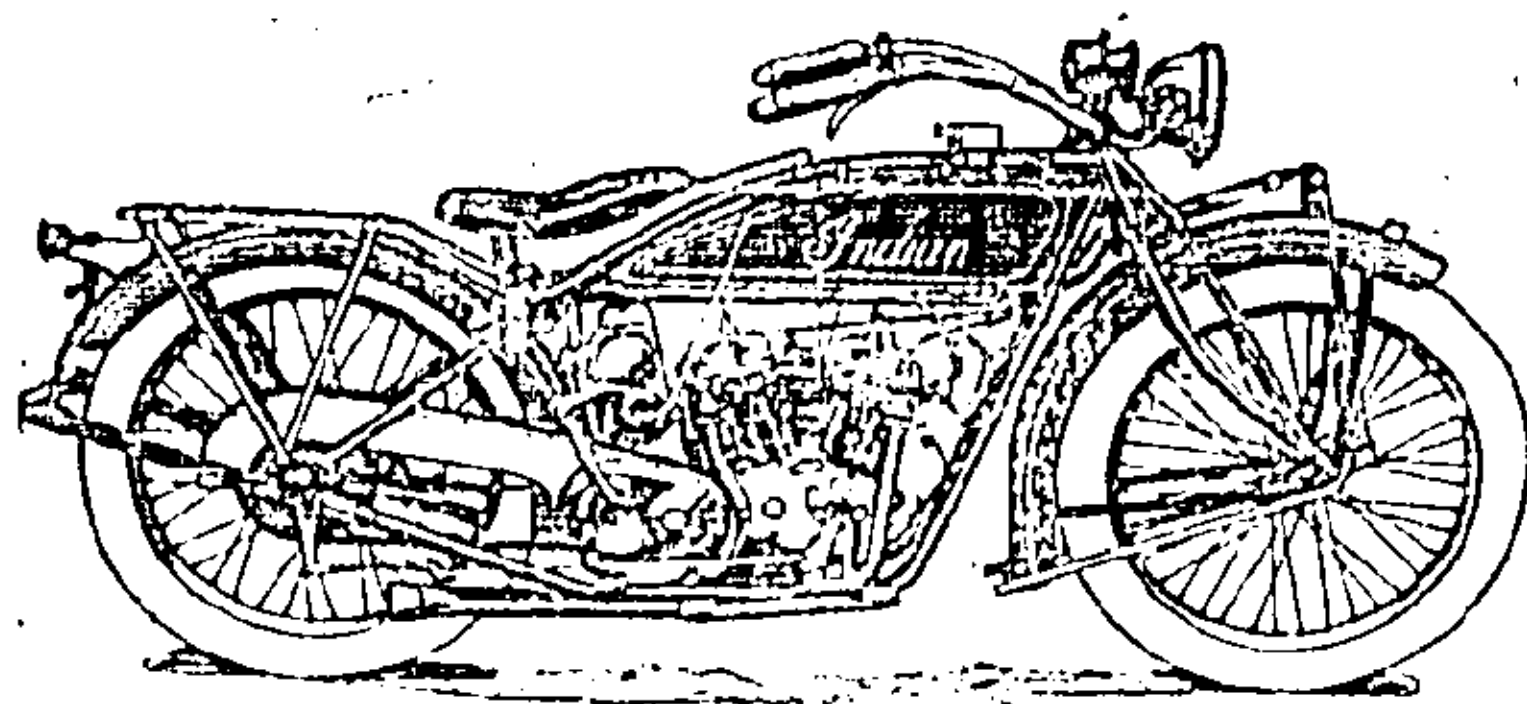
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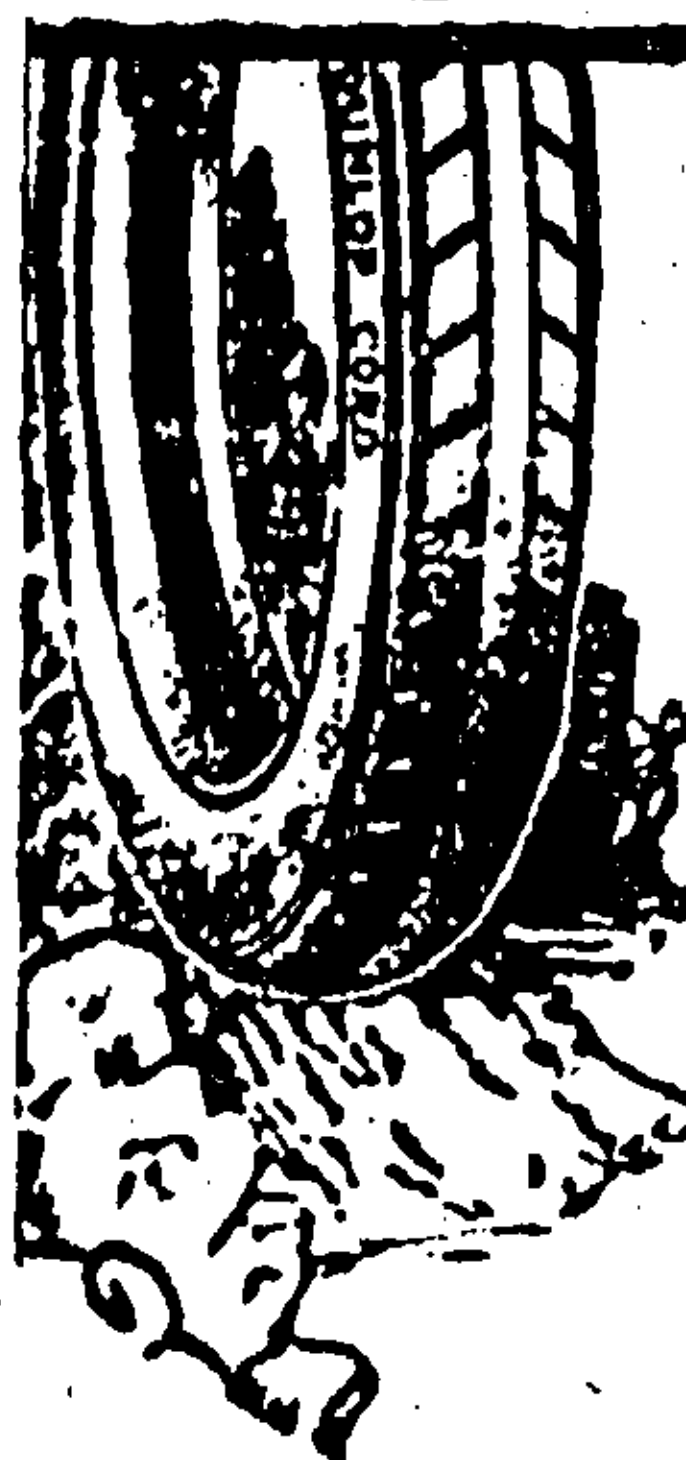
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RACE ACROSS AUSTRALIA.

PROPOSED RACE FROM
DARWIN TO ADELAIDE.

Considerable interest has been aroused by the proposal put forward by the Dunlop Rubber Co. for a race across the Continent from Darwin to Adelaide. The company suggests that the event should be held about July next year.

There is no doubt, says the Motorist and Wheelman, that such a race, if instituted, would give a tremendous fillip to motorism in Australia. It would be a unique event not only in this country but throughout the world, the course lying, as it does, through almost unknown territory, where few residents seem a people apart.

The question arises, points out our contemporary, is the race practicable? Various motorists and others who have "been across" were interviewed recently, but there does not appear to be much unanimity in their attitudes towards the race.

The Canadian explorer, Dr. Stefansson, has given the opinion of the residents of the interior concerning the race, they being averse to it on the ground that motor racing at high speed would give a wrong impression of the country. He also considered that the race would not be fair owing to the nature of the going. There were many wash-outs, and, whereas a man who knew the country could travel at a high rate, those who were not so familiar with the route have to take matters slowly. He quoted the sardonic opinion of a man to whom he spoke concerning the event, and the reply was given that two or three standard makes should be used, and then contestants would be able to get all their spare parts in future from the abandoned camp.

MIGHT BE A PROCESSION.

Mr. Murray Auger, a well-known motorist, also endorses the latter view that the race would not be a "fair go." He states that the leaders would be at a great disadvantage throughout the race until within a few hundred miles of Adelaide, from which point the race would really start. The trail-breakers would have to face a great many risks and undergo a severe nervous strain, whereas the others would come comfortably along behind, saving themselves for a spurt at the end. Now that it had been proved that the continent could be crossed from east to west by motor, the only thing the proposed race would show was whether there were men foolish enough to take the risk.

He does not, however, indicate in his remarks the hazardous nature of the trip as inferred by the comment of Dr. Stefansson's friend and advocates as an alternative scheme that a kind of a pleasure tour be organized, along easy stages from depot to depot, the cars to be brought back south by steamer from Darwin.

GOVERNMENT VIEW
FAVOURABLE.

Interviewed, relative to the suggested race, Senator Pearce, Federal Minister for Home and Territories, stated that he was personally interested in the proposed motor race between Darwin and Adelaide, and that he thought such a contest feasible, provided it was thoroughly organized and the due provision was made for supplies at regular intervals of fuel and water. Further, if the contest was carried to a successful issue, it would result in the Territory receiving a great advertisement. He stated that, on the receipt of a full outline of the proposed event, he would be pleased to consider it, and lay the matter

before the Government as regards its patronage and co-operation.

It is anticipated that ample contestants for such a race would be available; in fact, the probabilities are that trade entries of cars would be limited as regards number of any given make. The contest would particularly appeal to many young owner-driver motorists, and already several have stated their intention of competing should the event be held.

The proposal was discussed last August at a meeting of representatives of the Federal Government, Victoria and New South Wales Automobile Clubs, and representatives of motor trading houses, oil companies, and others interested in the project.

Mr. H. James said that the difficulties could be minimised by the establishment of food, water, and fuel depots. Complete charts would be prepared, similar to those issued for the R.A.C.V. Alpine contests, by those making the preliminary journey to fix up necessary arrangements en route, so that there would be no chance of motorists getting off the track. As regards cost to competitors, Mr. James estimated that, apart from money spent on equipment of car, £160 would cover all costs for two people from, say, Melbourne to Darwin by boat, thence overland to Adelaide. Extra passengers would run into about £45 each.

THE TROUBLE ZONE.

In connection with the route, it was pointed out that out of the 2,000 miles—practically all flat—there was a distance of approximately 1,100 miles between the railheads—Katherine (204 miles from Darwin) in the north, and Oodnadatta (668 miles from Adelaide) in the south. Out of that 1,100 miles, the trouble zone was between Alice Springs and Charlotte Waters, a stretch of 187 miles in which there were numerous dry, sandy river beds to be crossed. These sandy stretches were being frequently negotiated by local residents and visiting motorists, and what had already been accomplished in that direction could certainly be done again. Transport between the railheads was carried on from Oodnadatta to Powell's Creek, 763 miles, chiefly by camel teams, whilst from thence northwards by wagon to Katherine.

It was mentioned that the average time for covering the 763 miles stage by camels was 53 days, a journey that would some day be negotiated by motor transport vehicles in a week or so—to the betterment of living conditions in Central Australia. Taken right through, it appeared that dry creek and river beds offered the greatest impediment to motor travel, but, as pointed out, the proposed race being twelve months distant would enable many clever brains to get to work with a view of evolving simple expedients for overcoming the sand trouble.

NEXT JULY SUGGESTED.

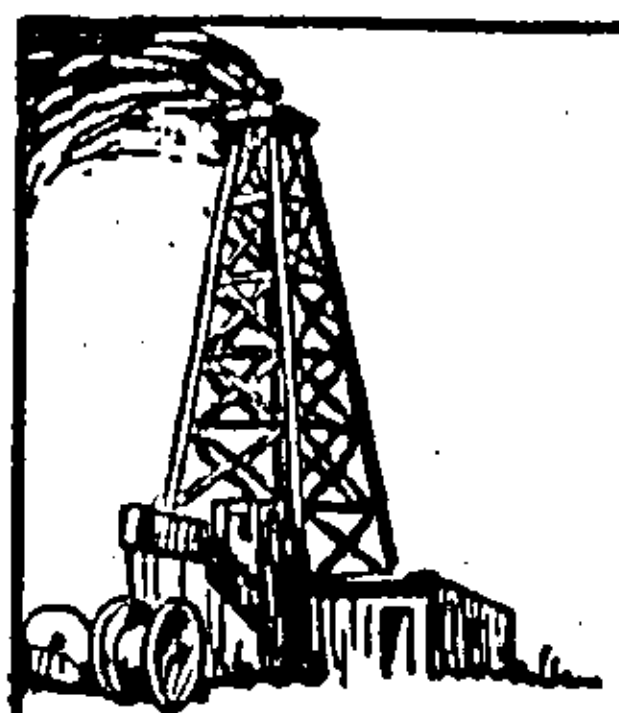
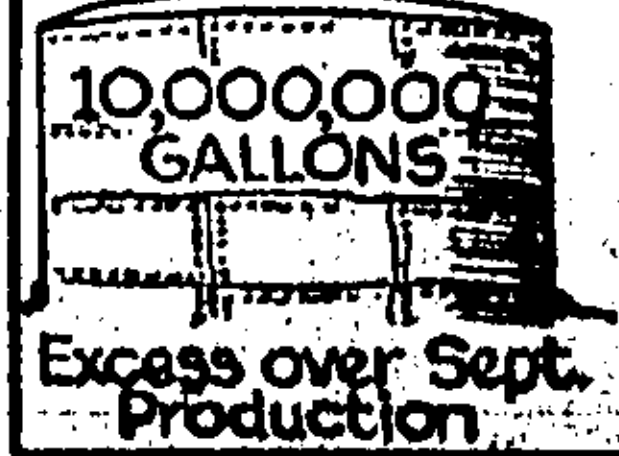
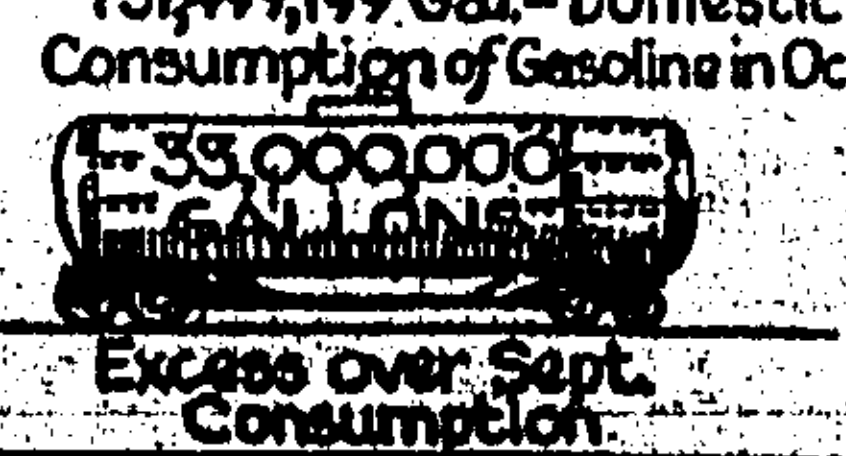
The Chairman stated that, as regards organization, he thought that a committee comprising representatives of Government, interested, automobile clubs, trade and allied houses, Mr. J. J. Waldron and Mr. H. B. James should be formed for the purpose of carrying through the project. A vote of those present disclosed that all but one were in favour of the proposed race.

Efforts will now be made towards organizing such a race next July. Already a number of motorists have announced their intention of competing.

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AUTO PERFECTION.

STILL PLENTY OF ROOM
FOR IMPROVEMENT.

For the benefit of the motorists who think their cars are the best ever, here's a list of what is still to be accomplished in order to bring out the perfect auto. It presents problems over which engineers are still pondering.

1. Variable, smooth-running transmission.
2. Noiseless, vibrationless motor.
3. Perfect braking.
4. Effortless control.
5. Efficient fuel consumption.
6. Comfort against shock and vibrations.
7. More efficient headlights.
8. Durable finish.
9. Longer life.

This list, which is only partial, need not discourage the motorist. His car today really is a wonder, considering the quarter century of its advancement and the rapid strides in its improvement.

PARTLY DEVELOPED.

All that the list points out is there is a great deal more room for improvement, that the motor car industry is still young.

Most of the factors mentioned have already been developed to some extent. The matter of durable finish, for instance. But none has reached the stage at which nothing more can be done, where perfection can be claimed for it.

The last year brought out a few significant points in this connection. In the case of balloon tyres, for instance, it was found that they are not exactly what would prove practical. Tyre manufacturers have found it necessary to increase the number of plies from four to six, to withstand wear. They are trying to correct the slimming effect of balloons. And rolling, or rumbling, from such tyres gives them another mystery to solve.

DOPED FUELS.

Seeking a method of eliminating detonation in engines, especially where much carbon is present, has brought out a series of treated fuels and "dopes" which have still to be found beneficial. Tests are being conducted with these dopes at the U.S. Bureau

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of Standards. Up to the present, engineers have found that all doped fuels do is waste the simple practice of retarding the spark could also accomplish. The annual used car problem is as perplexing as ever. But more and more dealers and manufacturers see a way out by

trading in old cars for new. If this plan is generally adopted the results would be a far cry from the same auto by the same driver. To illustrate this, an owner is trying to make the most of his car for a longer period of time, and is looking for a way out by



Best
For
Your
Baby

WOMEN'S INTERESTS

Nearest
to
Mother's
Milk



Charlotte Monterey, the actress posed in three smart Paris creations.

FROM THE PARIS SHOPS.

An evening scarf of grey chiffon, with quaintly applied mauve velvet flowers, embroidered with silver thread. The ends of the scarf are trimmed with ruffled velvet.

Fashionable shoemakers are showing boots reaching nearly to the knee. They are of a combination of suede and patent leather sometimes cloth or even snakeskin.

If you must still wear a "choker," the very latest notion is to have it fastened with a tassel of pearls, at least three inches in length.

An amusing trifle is the new clothes brush, which instead of the usual back of carved wood, has a large animal made of velvet. Elephants with floppy ears vie with pink rabbits.

OUR WINTER SCARVES.

The scarf, in spite of its popularity of more than a year's duration, is still with us, and still looks exceedingly smart. There is something so gay and yet so restrained in the touch of colour that a scarf gives to a costume that there is no resisting it. It is worn constantly with the plain coats and the fur coats which constitute the street uniform of the Parisienne at this season.

The latest way of tying the scarf is to double it and put it about the neck, drawing the two ends through the double end. It may be drawn tight about the throat so or may be left quite loose.

A neater and more definite way of wearing the scarf is to wind it twice about the throat.



Left, Genevieve Tobin in "The Youngest"; centre, above, Harriet Hector, premiere danseuse in "Topsy and Eva"; centre, below, Beth Merrill in "Ladies of the Evening"; right, Madge Kennedy, who is replacing Lotos Robb in "Badges."

PATCHES FOR THE BEAUTIFUL.

As a protest, perhaps, against the tendencies of ultra-modernism, beauty specialists have revived the wearing of the patch. So far, it is a modest and very discreet patch that has made its appearance, as good form allows only the wearing of either a circle-shaped patch or a star-shaped one. Eccentric-shaped patches, such as crescents, flowers, diamonds and the like are quite taboo for the moment, although it is possible that when women have recovered from surprise at this old-fashioned revival and adopted the patch as an every-day adornment, any and every kind of shape will be worn.

Some are wearing this quaint aid to beauty at the corner of the mouth.

Some at the corner of the eye. Some even in the middle of the forehead, right between the eyebrows, and some again on the point of the chin, or just where it will hide a blemish. But beware of the patch on a sallow complexion.

FOR YOUNG GIRLS.



Here is a new printed silk sock designed for a young girl. The model is of pink chiffon with brilliant flowers and bands of green, red and pink ribbons on the hem.

HATS THAT SOFTEN THE FACE.

Softer forms of hats are being devised. Velvet goes to make a multitude of softly-draped berets, or Tam o' Shanters. These, like all other hats, agree in the movement of "up at the left, down at the right," which is one of the hard and fast rules of smart milliners to-day.

Another rule is that the crown of the hat must sit evenly on the head, hiding as much of one eyebrow as of the other, and eyebrows must be hidden a little bit, if the hat is to be smart.

A number of hats for afternoon wear show a split brim at the right side. One splits to allow a feather to pass through and slant forward across the right cheek; another splits, and continues in fan-shaped pleats across the front to turn up at the left in an even more startling fan.

Many of these afternoon hats are wide, particularly at the sides, and the very fact that they are destined for dressy wear allows them to take on unusual lines, which cannot be classified on account of their variations. The real rule in an afternoon hat is: Anything that becomes you and completes your costume is correct, always allowing the basic principle of the straight line across the eyebrows, and a crown that covers the hair in a small compass.

EXPANDING BRACELETS.

In bracelets, too, there are some new ideas. It is no longer very chic to twist pearls or beads round your wrist. Fashion's last word on this subject is one very, very wide and elaborate bracelet, worn on the forearm, and covering about half of it. These bracelets are sometimes made to fit the arm, expanding like the old-fashioned watch bracelets of a sort of trolley-work design. They are carried out in gold or platinum studded with tiny brilliants, and generally contain one large stone as a centre to their pattern. Emeralds are the only fashionable coloured stones now, otherwise pearls and diamonds have it all their own way. One can understand this, after all, for think of the bitterness of possessing, say, a ruby necklace and a new jade-green evening frock! As an alternative to the wide bracelet, or perhaps, in conjunction with it, on the other arm, a multitude of platinum wire bangles can be worn. These have taken the place of the glass bangles, whose tinkle was so suddenly silenced. They must be very fine, and I'm told the correct number to wear is two dozen, so don't please commit social suicide by being seen with only twentythree of them on your arm.

GOOD COMPANY.

People who pride themselves on being good company are invariably great talkers and makers of jokes.

But they are entertainers rather than companions; the defect of their virtue is a fondness for an audience, sometimes at any price. If they possess high spirits along with a low order of intelligence they degenerate into bores.

Good companions have wit enough to recognise the conversational possibilities of other people; they like listening because they have sympathy and the

SPUN CRYSTAL WIGS TURN BOBS INTO STYLISH COIFFURES.



LA RENEE COIFFURE



Mlle JETTA GONDAL IN CRYSTAL WIG

Fashionable women in search of unusual adornment are adopting wigs of spun crystal for formal evening wear, according to Armand Blatt of New York and Paris, designer of hair creations for women.

"Imagine the brilliancy of spun crystal combined with the pliancy of heavy silk and you will have some conception of the beauty of these wigs which come in glittering silver, glinting gold and copper, rose, blue, green and yellow," said Mr. Blatt, upon his return from a recent trip to Paris. "Short tresses have no place popular. In the fashion world for evening, short hair is still accepted for

morning and sports wear, but for formal wear an elaborate coiffure is the smart thing. Wigs and transformations have replaced the bob. Paris women have adopted these wigs and worn them with dashing success. Mlle. Jetta Gondal, Parisian actress, was a pioneer in making the wig popular.

"The newest hair creation in the form of a transformation is

the La Renee, which is beautiful and natural looking, and transforms a head of cropped hair into the latest coiffure in a few moments. This convenient hair device has a hidden comb which holds it firmly on the head. It is inexpensive and any girl may own one.

"Transformations to-day are so light and porous that they do not heat the hair underneath. They protect bobbed hair and give it a rest at a time when its vitality is low. Curls happen at the most opportune places, and one can have a bang, a braid, a chignon—in short, whatever one desires."

Warp-around negligees fit the body very closely and have wide sleeves. They are made of silk or satin, and are worn with a long, narrow, light-colored scarf.

LATEST FASHIONS.

Jewelled scarfs are a way of adding gorgeousness to the evening costume. They are made of delicate chiffon embroidered in brilliant and synthetic jewels.

The use of small mirror medallions encrusted in embroidery or elaborate beading is seen in elaborate gowns.

A lovely evening wrap is made of deep rose coloured velvet embroidered in silver and lined with cloth of silver.

Cashmere printed shawl patterns are very effective for novelty

TO-DAY'S BEAUTY NOTE.

One of the best cleansers and skin foods is oil of sweet almonds, provided it is used when pure and fresh. This oil, if rubbed into the skin every night and then wiped off with a cloth, will remove from the skin the dust of the day and thoroughly cleanse the pores so that they breathe in a healthy manner throughout the night.

One caution must be rigorously observed with respect to almond oil. It must be fresh, and as it turns very quickly, buy a small quantity at a time and keep this in a cool place.

THIS WEEK'S RECIPE.

SPONGE CAKE PUDDING.

Twelve thin narrow slices of sponge cake, 1/2 cup peach or apricot jam, 2 cups boiled custard. The pieces of sponge cake should be cut the size of lady fingers. Spread each piece with jam and put in a deep dish. Pour over boiled custard and let stand until the cake absorbs the custard, from one to two hours. Serve with or without whipped cream.

COLOUR HARMONIES.

Colour combinations in the new fashions are one of the striking and characteristic points. Of course, many costumes are of a single colour, and self-colour embroidery is one of the characteristic points of this year's mode. For instance, the brown and black combinations still exists from last season, and have taken on a different character through the fact that the browns this season are all yellowish and grayish, rather than reddish, as they were.

Mocha brown and black, for instance, are very smart indeed, and Cuba, or tobacco brown is also distinctively smart when combined with black. The reddish brown, called chestnut shell, is as ruddy as its name indicates, and is combined most successfully with the new garnet colour, in very novel effects. Often the dark browns and lighter shades of the same tone will come together successfully, as the chestnut and blege of last year did, creating a subtle but pleasing harmony.

The leopard and panther skin that has entered into the substance of so many charming dresses, has offered a colour harmony to others, and the combination of a tawny orange one of the dross shades with the darkest tobacco brown, is eminently successful. Black satin with a brocade, or even a wool material of the most brilliant lacquer red has made a number of the most stunning costumes; and the brilliant pale blue, and the subtly greyed deli blue, both related to the recently toned Chinese colour, are also seen.

SHORT GLOVES FROM PARIS.

Short gloves, owing no more than one button, have become the rule as a result of the narrow sleeve and the sleeveless styles. For wear with the sleeveless frock there are kid gloves that button just at the of the day and thoroughly cleanse the pores so that they breathe in a healthy manner throughout the night.

For the short-sleeved sports frock there are similar gloves of knit cotton stuff, each petal of the wristlet being bound with braid that contrasts with the colour of the gloves, which is usually the yellow of chamois skin.

The tailored suit is accompanied by novel brown gloves of glazed kid in the new beige and tan shades. These have short, flaring gauntlets lined with kid of a darker shade, and are to be turned down over the hands, which appear smaller by this means.

A SMART COSTUME.



A few interesting touches rescue this frock from the commonplace. They are the wide, long-trimmed sheer collar and cuffs, and the large square buttons of black with white dots, mounted on a row of white braid that trim the waist and skirt and the belted bodice.

A PAGE FOR THE KIDDIES.

SALESMAN SAM

Sam Kept th' Car, Too

By SWAN



UNDERWOOD TYPEWRITERS
PRICE - H. K. \$112.50 NET.

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In Case
5 3/4 Lbs.

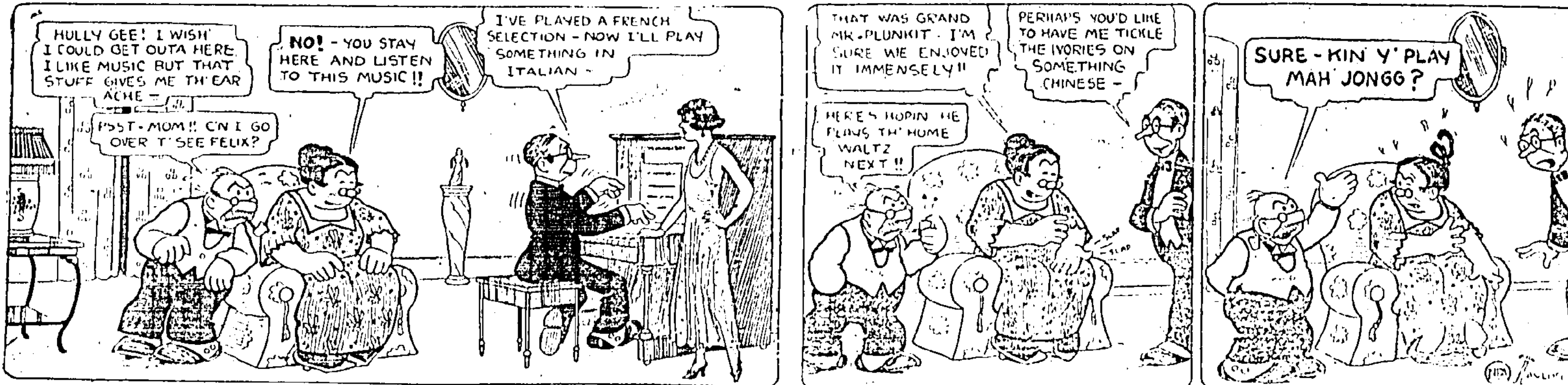
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MOM'N POP

Pop Makes His Own Selection

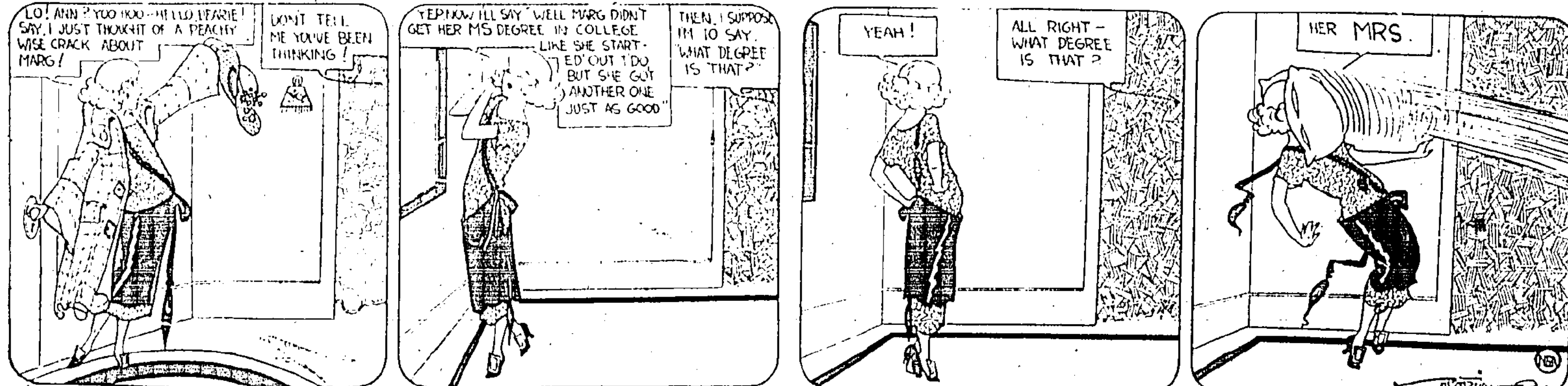
By Taylor



BOOTS AND HER BUDDIES

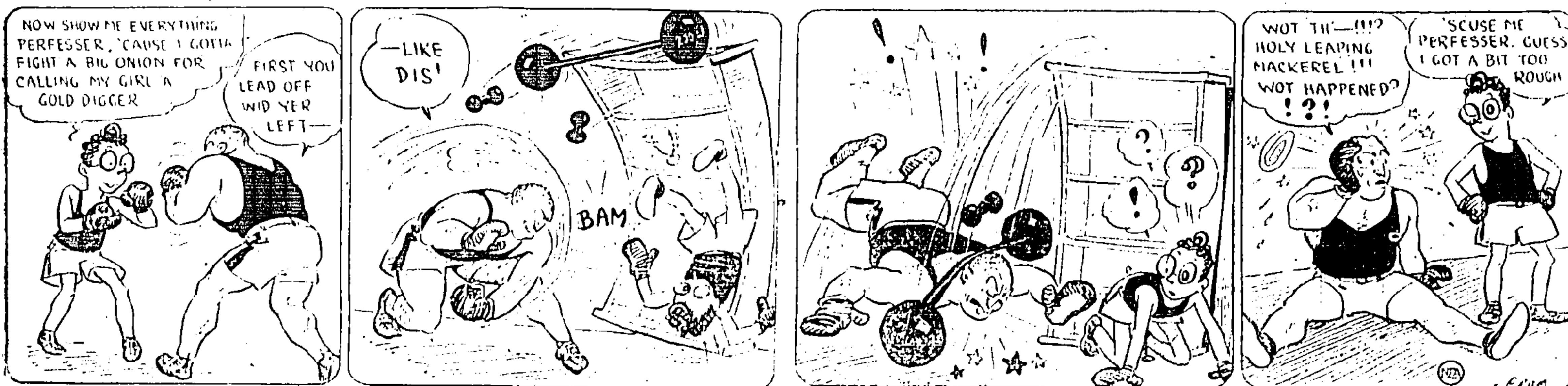
Marg., Mrs.

By Martin



WASHINGTON TUBBS II

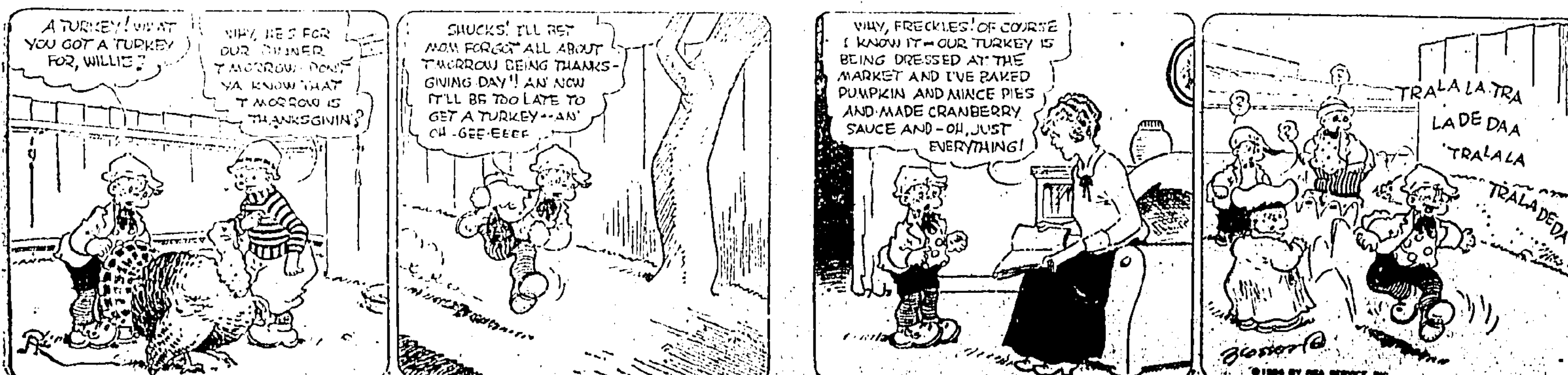
By Crane.



FRECKLES AND HIS FRIENDS

The World Is Bright Today

BY BLOISER



FUNNY STORIES.

HIGHER LEARNING.

"My brother takes up Spanish, French, Italian, Hebrew, German and Scotch."

"Goodness, where does he study?"

"Study? He doesn't study. He runs an elevator." - *Voodoo.*

HAVE TO BE CAREFUL.

"You simply cannot find a maid who is honest. That one you recommended just left suddenly and took with her nine of my towels."

"What kind were they?"

"They were those Pullman car towels which I brought back from my trip." - *Photo News.*

NEVER CAN TELL.

"How did you come to get that red paint on the front of your dress, Mrs. Mingus?"

"Oh, I was leaning over Sandy Bovan's fence to look at his chickens."

"But Sandy has a big sign up - 'Wet Paint-Sandy Bovan'."

"I saw that-but everybody knows what a liar he is." - *Till-Bits.*

THE SCHEMER.

Mrs. A - I saw a perfect love of a hat to-day.

Mrs. B - Did you buy it?

Mrs. A - Not yet. I've got to pick out a more expensive one for my husband to refuse to buy so that we can compromise on this one. - *Kentish Observer.*

YOUNG BUSINESS MAN.

"Papa, should you be glad if I saved you a dollar?"

"Yes!"

"Well, I've done it! You said you would give me a dollar if I brought home a good report from school." - *Klods Hans (Copenhagen).*

NO JUSTICE.

Rural Magistrate - I'll have to fine you a dollar, Jeff.

Jeff - I'll have to borrow it off'n ye, Judge.

Rural Magistrate - Great snakes! It was only to git a dollar that I was fining ye. Got out! Ye ain't guilty anyway. - *Regina (Canada) Leader.*

MUST BE INSANE.

First Lawyer - I'm afraid there's nothing we can do to save the prisoner.

Second Lawyer - Why, surely - "No, he murdered an alienist."

- *Judge.*

DON'T GET CHEW!

Young Lady - I'm having trouble with my car. Have you a spare plug?

Farmer - Sorry, miss, I don't chaw, but I got an old cigar yo kin have. - *Rutgers Chanticleer.*

LACTOGEN
The Natural-Milk Food



For **YOUR BABY**

AID BY AIR.

HELP FOR REMOTE OUTPOST.

Washington, Jan. 30. As the result of an appeal to the Government, the airman Capt. Darling has been authorized to fly from the nearest aviation station in Fairbanks, Alaska, to Nome a distance of four hundred miles, with a supply of anti-toxin to combat a diphtheria epidemic in that region.

In response to a telegraphic appeal, a local doctor with a large consignment of anti-toxin has rushed off by dog-sleigh from Nome, but it is pointed out that this will not arrive in time, as Nome is cut off by ice and snow, and the aeroplane is the only means of preventing many deaths.—*Reuter*.

U. S. FOREIGN POLICY.

A CHANGE FORESHADOWED.

New York, Jan. 30. Mr. Gary the Chairman of the Stedol Corporation, who is a friend of President Coolidge, in a speech predicted that the United States would have more intimate relations with foreign nations in the near future. He believed that President Coolidge was endeavoring to ascertain the sentiment of a large majority of the people of the United States in that connection with a view to carrying out their wishes as far as he conscientiously could.—*Reuter's American Service*.

AUSTRALIAN SEAMEN.

TROUBLE NOT OVER.

Melbourne, Jan. 30. The seamen employed on the steamer Moeraki returned to their duties this morning, but the wharf labourers refused to coal the vessel until she was fully manned.—*Reuter*.

Sydney, Jan. 30. It is reported that the interstate shipowners are asking Mr. Justice Powers to de-register the Seamen's Union owing to their refusal to man the steamer Lavuka.—*Reuter*.

AERIAL FLIGHT.

Teheran, Jan. 30. The Swiss Lieutenant Mittelholzer has arrived here by air via Italy, Greece and Turkey. He left Zurich on December 18th.—*Reuter*.

ASPIRATION.

By the Rev. G. R. Lindsay, M. A.

"They that wait upon the Lord... shall mount up with wings as eagles."—Isaiah, 40, 31.

In every walk of life aspiration is necessary if we intend to reach anywhere. "Our only greatness," says Ingelow, "is that we aspire." Intellectual progress involves mental aspiration. Men, therefore, must be, who have a desire to know, who are discontent with what is known, who will leap from knowledge to the unknown, training the intuitions that enables them to make "grasps of guesses."

Man knows partly but he conceals beside. And creeps over on from fancies to the fact. And finds progress.

Business success needs aspiration. There are fools and sluggards who never wish to see further than their monthly salary, but success comes to the man who aspires. He sees something ahead and he bends his energies thereto. He sees something and he bounds towards it as a bird on the wing.

Aspiration is the response we make to the inward vision. We see something, health, progress, and then we aspire to reach it, and, if the ideal be good and noble, our whole nature is enriched by the aspiration. That is why Marcus Aurelius said that the worth of a man is to be measured by the object he pursues. Now life is real. Dust has no reference to the soul and if the mind and body need aspiration for their progress and enrichment, shall the highest part of our nature need anything less? The soul must see also. It must have its ideal too, if ever we are to mount up as an eagle.

We must aspire. "Thou who canst think as well as feel, Mount from the earth, aspire!" "Where is the ideal for the soul? I bring you no subtle creed, no system of ethics, no code of morals; I bring you face to face with Him who said 'I, if I be lifted up, will draw all men'." "They see Me they will aspire."

No empty words were they. Time and experience alike have proved how true the words are. Many of us are too confined, we see no vision splendid. Life is bounded by bills and worries and Clubs and so on. We have an horizon suited only to a body. We might have no souls at all. We have lost sense of spiritual vision and, maybe, well nigh lost the faculty to see. Flying as an eagle? Why, so far as our Eternal self is concerned, we are merely grovelling.

"O child the part of me that flaps thro' sinful choice." What keeps me from soaring? Sin will do it, or our company, our neglect, or habits or our environment. These constitute a moral climate which makes for ineptitude, laziness and blindness. You will never aspire till you see the Lord Jesus. No canvas can depict Him, and no tongue describe Him, but the Holy Spirit can reveal Him as the real longing and need of your soul.

"We would see Jesus: this is all we're needing."

Strength, joy and willingness come with the sight:

We would see Jesus, dying, risen, pleading:

Then welcome day and farewell mortal night!

DAY BY DAY.

Mr. C. Champkin left to-day by the President Lincoln for Shanghai, where he takes charge of the P. and O. Bank for a period of six months.

The Star Theatre is offering a mammoth programme to its patrons. This comprises a novel attraction by the Majural Variety Company from the Folies-Bergeres, including "Los Anaglyphes" ("living movies") as well as a really good picture entitled "Innocence."

This morning's "cold snap" was the coldest of this winter. At Kowloon, open-air temperatures of 41 degrees were recorded, the lowest reading at the Observatory being 41.4, at 7.20 a.m. The thermometer at the upper Peak Tram station registered 33 degrees, just one point above freezing, and there must have been frost on the tops of the higher elevations of Hong-kong island. We believe it has been the coldest morning for several years.

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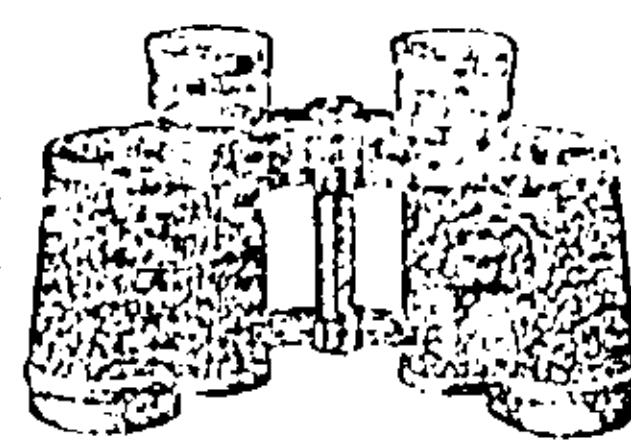
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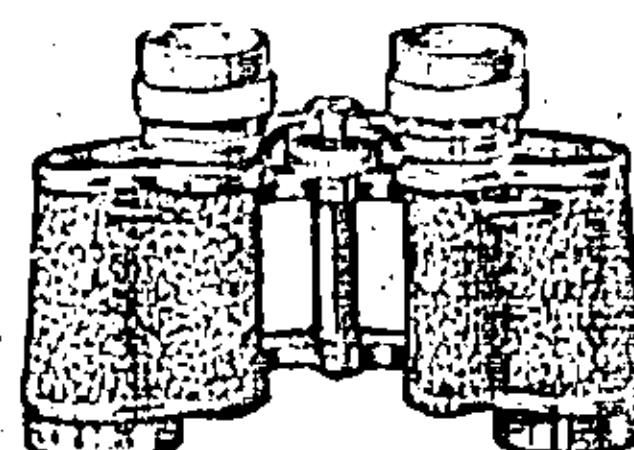
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CATHEDRAL FINANCE.

SEATHOLDERS' ANNUAL MEETING.

The annual meeting of St. John's Cathedral seatholders was held in the Cathedral Hall yesterday evening, presided over by the Rev. V. H. Copley Moyle, and an interesting discussion took place. We regret that, owing to extreme pressure on our space to-day, we are unable to give a fuller report of this.

The main subject of discussion was that of finance. The hon. treasurer, Mr. Owen Hughes, in presenting the accounts, mentioned that, having started the past year with a debit balance of some \$9,000, they found themselves similarly indebted at the end of the twelvemonth, despite a special appeal that had been made. They had carefully to consider the question of how best to obtain adequate contributions to the Cathedral funds.

Rev. Copley Moyle interposed with the information that Sir Paul Chater had very generously sent them a cheque for \$9,000 on learning of last year's deficit, which had now been wiped off. This announcement was greeted with applause.

The election of committees followed. The following were elected to the Church Body for the ensuing year: Messrs. W. L. Pattenden, J. Owen Hughes, H. Compton, Hon. Sir C. Severn, Sir H. E. Pollock and Col. Fitzgerald; and to the Diocesan Conference, to be held in March: the Lady Pollock, Mrs. Showan, Mrs. Bullock, Mr. R. H. Wade, Col. Fitzgerald and Sir C. Severn.

Several spoke in favour of forming a Church Council, and eventually the following were elected: Lady Pollock, Miss Middleton Smith, Miss Mow Fun, Messrs. L. Forster, F. Clemes, L. A. R. Duncan, W. Zimmern, Andrew Chung, S. M. Goddard, F. Mason and E. G. Stewart.

Mr. F. Mason, the Cathedral organist, spoke of the sad state of disrepair of the organ, which appeared beyond further patching-up. It should be almost entirely rebuilt.

It was decided that a scheme of rebuilding the organ, to cost about \$10,000, be carried out.

Mr. Copley Moyle, who will shortly be proceeding on furlough, was the recipient of the assembly's good wishes for a pleasant holiday and safe return. In the course of his reply he expressed the hope that the newly-elected Council would consider the appeal for the restoration of St. Paul's.

JAPANESE TRIBUTE.

Mr. Fumio Asakura, one of the foremost artists in Japan, has just completed a bronze bust of Mr. Cyrus E. Woods, the recently retired American Ambassador to Tokyo. The bust will be sent to Mr. Woods as a personal gift in recognition of his services to the country, especially during the time of the great earthquake of H. Compton, Hon. Sir C. Severn, September, 1923. The gift will be taken by Mr. Kazuo Ku-Fitzgerald, and to the Diocesan Conference, to be held in March: the Lady Pollock, Mrs. Showan, Mrs. Bullock, Mr. R. H. Wade, Col. Fitzgerald and Sir C. Severn.

OUR FOOTBALL CARTOON.

(By Stan. Hill)



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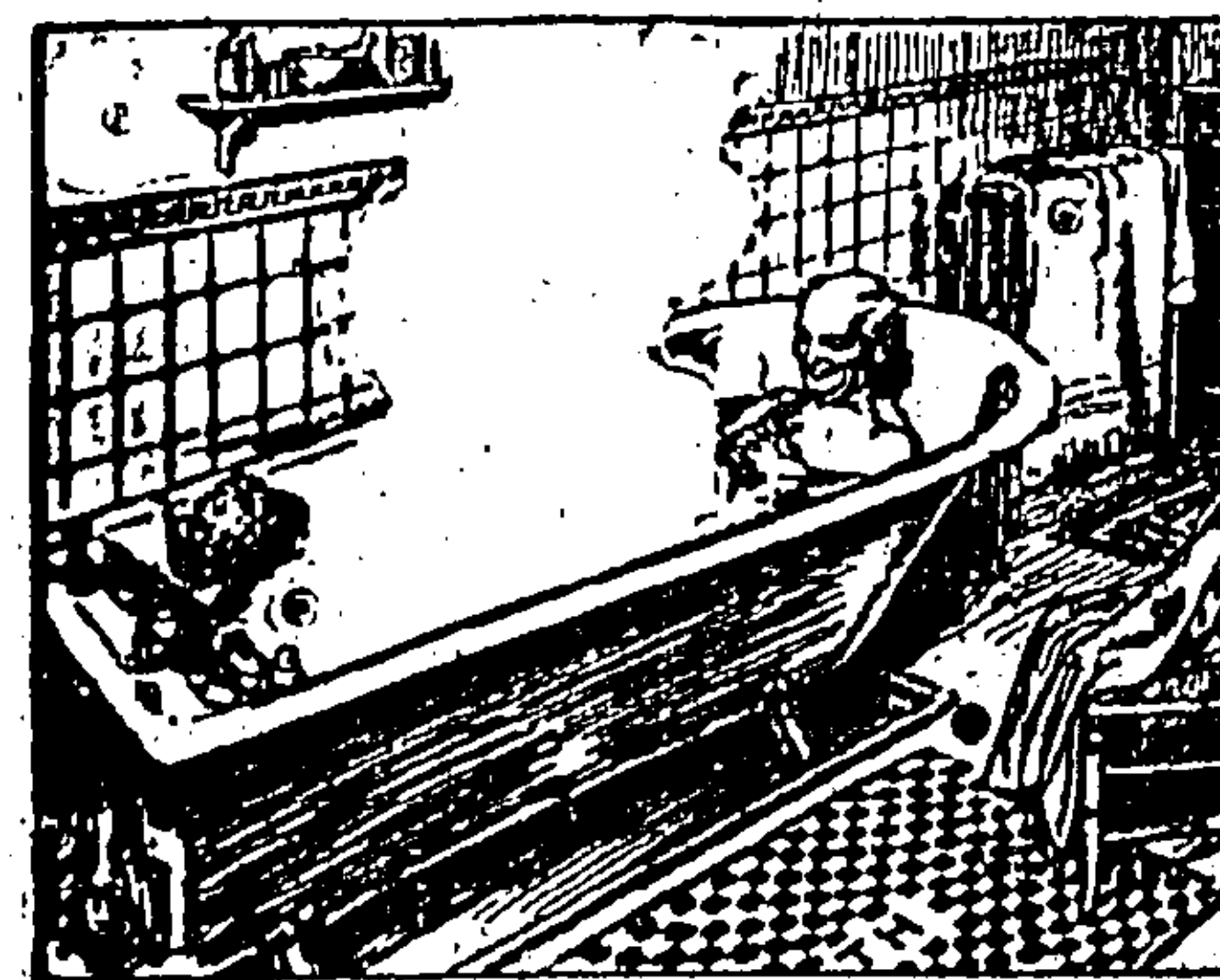
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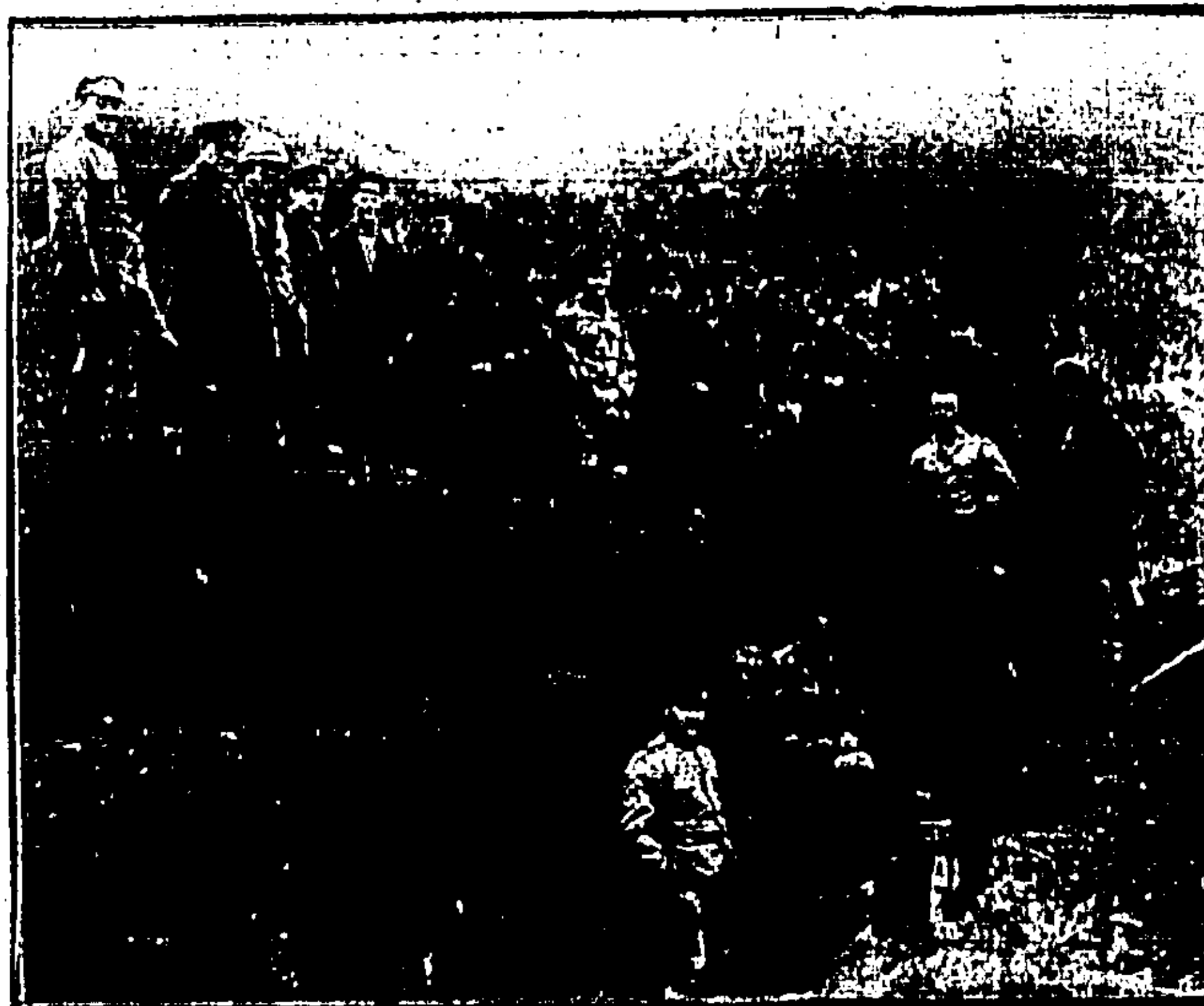
AIR FATALITY.—The late Mr. R. Earnshaw (left) who met his death in last Saturday's aerial display, is here seen with Mr. H. W. Abbott just before they made their ascent. (Photo: Mr. R. C. Wilson.)



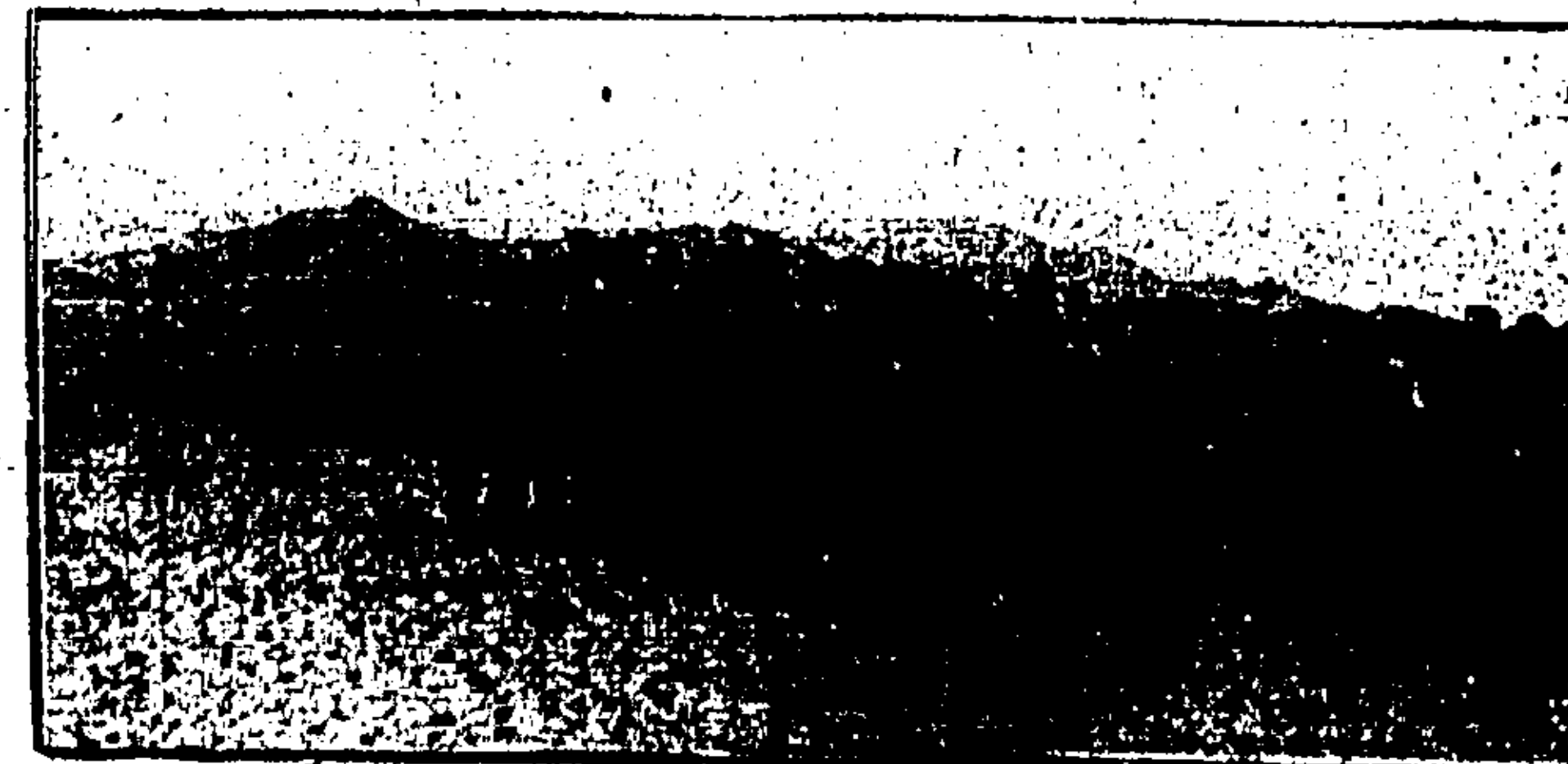
VOLUNTEERS AND REGULARS.—A group of officers (Regulars and Volunteers) taken on the occasion of the second week-end camp at Fanling. (Photo: Ming Yuen.)



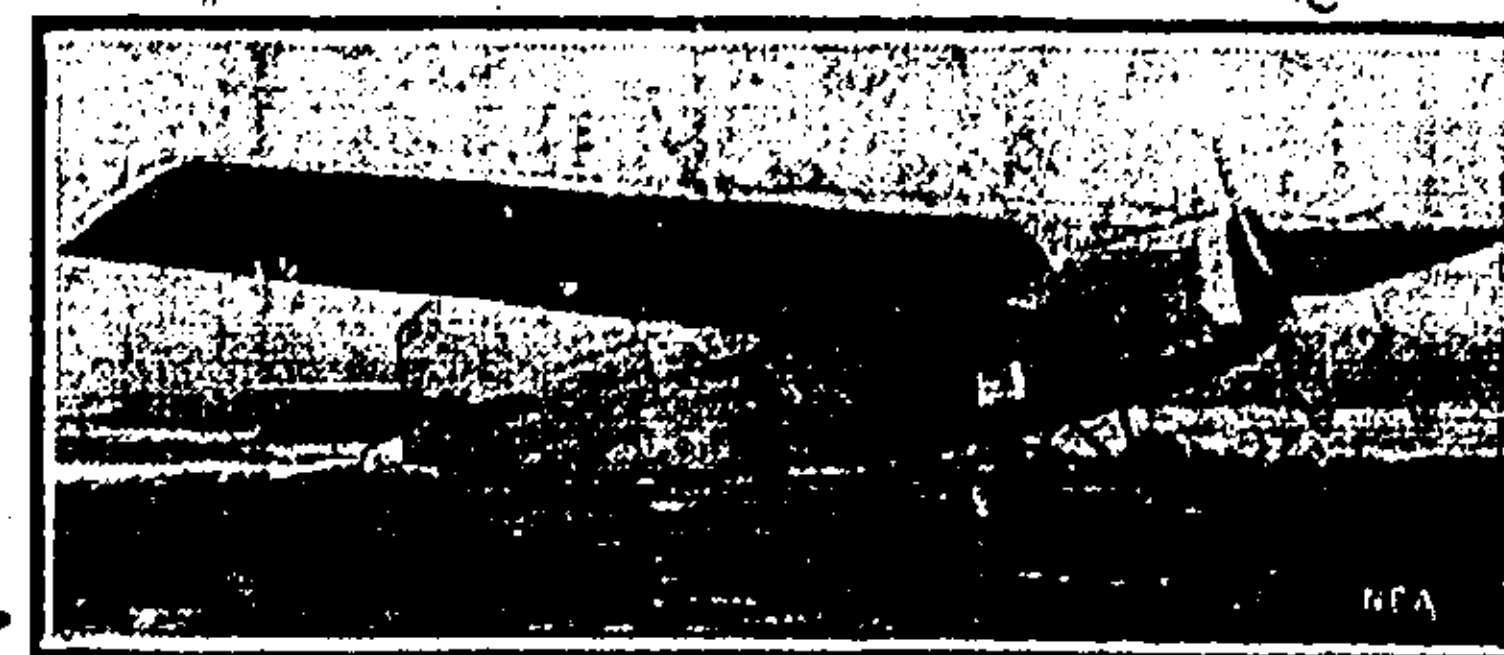
INTERPORT FOOTBALLERS.—This photograph shows the Hongkong and Shanghai Interport football teams, with the "Telegraph" Cup in front. (Photo: Ming Yuen.)



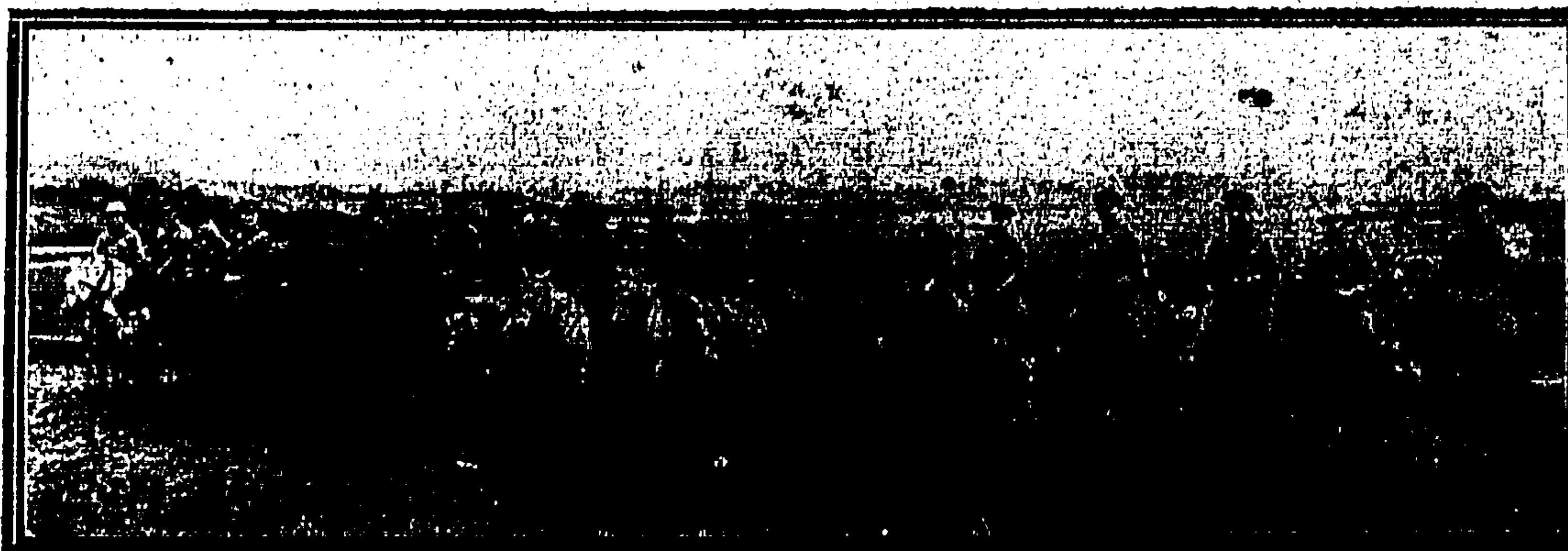
VOLUNTEERING.—The Engineer Company's trench at the Fanling camp after it had been demolished and while experiments were being carried out with gun-cotton. (Photo: Ming Yuen.)



SCOTS ALL.—The Scottish Company of the Volunteers parading at camp prior to field operations. (Photo: Ming Yuen.)



AIR TRAVEL.—The serial Pullman is here! A cable plane, equipped with all the comforts of home, has been tested out at McCook Field, Dayton, and found "airworthy." There are sleeping and refreshment quarters, as well as shower baths. The ship can attain a speed of 140 miles an hour.



MCINTOSH VOLUNTEERS.—The McIntosh Battalion of the Volunteers at the Fanling camp. (Photo: Ming Yuen.)

BANKS.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR FINE MADE FOR NOTICES UNDER THIS HEADING.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday, 11.15 a.m. Wednesday, 5.20 p.m. Reading Room open Tuesday and Friday mornings 10 to 12.

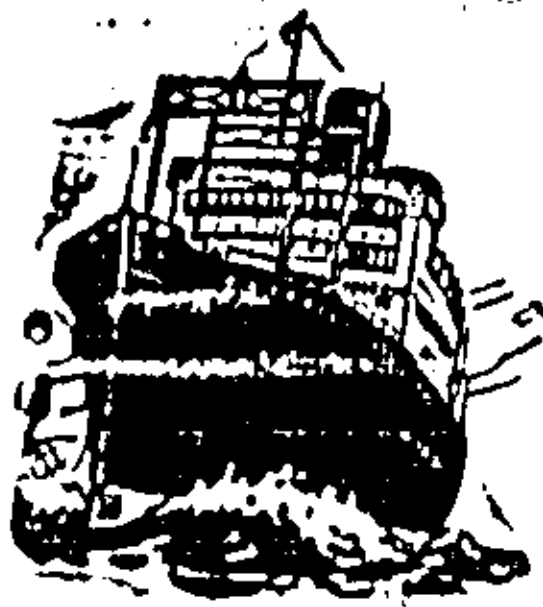
St. John's Cathedral, Hongkong February 1st, 1915, 4th Sunday after Epiphany. Holy Communion (8 a.m.) Children's Service (10 a.m.) Matins (11 a.m.) Holy Communion (12 noon) Evenson (6 p.m.)

For	Per	Date
		REVEQUARY
Heilhow & Halphong 1st 3.30 a.m.
Hollo 8 a.m. 1st 1.0 a.m.
"Selang" Bangkok 8 a.m. 1st 1.0 a.m.
Swatow, Amoy & Formosa 8 a.m. 1st 1.0 a.m.
"Swatow & Batakok 8 a.m. 1st 1.0 a.m.
Swatow & Bangkok 8 a.m. 1st 1.0 a.m.
Amoy 8 a.m. 1st 1.0 a.m.
Swatow 8 a.m. 1st 1.0 a.m.
Shanghai Japan, Canada U.S.A., O. 8 a.m. 1st 1.0 a.m.
"S. America & Europe via 8 a.m. 1st 1.0 a.m.
Victoria B.O. 8 a.m. 1st 1.0 a.m.
	Pres. Jackson 8 a.m. 1st 1.0 a.m.
		Registration 2.45 p.m.
		Letters 3.30 p.m.
		(Due Victoria B.O. 2nd Feb &
		"Europe via Siberia")
		(Correspondence specially subscribed
		via Siberia" only.)
Manila, Ceylon India Mauritius 8 a.m. 1st 1.0 a.m.
E & S. Africa 8 a.m. 1st 1.0 a.m.
Swatow Amoy & Foochow 8 a.m. 1st 1.0 a.m.
Swatow 8 a.m. 1st 1.0 a.m.
Manila, Australia & New Zealand via 8 a.m. 1st 1.0 a.m.
Thursday Island 8 a.m. 1st 1.0 a.m.
	Pres. Hayes 8 a.m. 1st 1.0 a.m.
	Halbom 8 a.m. 1st 1.0 a.m.
	Kwongtang 8 a.m. 1st 1.0 a.m.
		Parcels 3rd 6 p.m.
	St. Albans 8 a.m. 1st 1.0 a.m.
		Registration 8 p.m.
		Letters 8.30 a.m.
		(Due Thursday Island 18th Feb)

FOR NOTICES UNDER THIS HEADLINE

First Church of Christ, Scientist,
Macdonnell Road, below Bow
Road Tram Station. Sunday
11.15 a.m. Wednesday, 5.20 p.m.
Reading Room open Tuesday
and Friday mornings 10 to 12.
St. John's Cathedral, Hongkong
February 1st, 1925, 4th Sunday
after Epiphany. Holy Com-
munion (8 a.m.). Children's
Service (10 a.m.). Matins (11
a.m.). Holy Communion
(noon). Evenson (6 p.m.).

ROUND THE WORLD



President Hayes
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President Monroe	Apr. 14	
President Harrison	Apr. 28	

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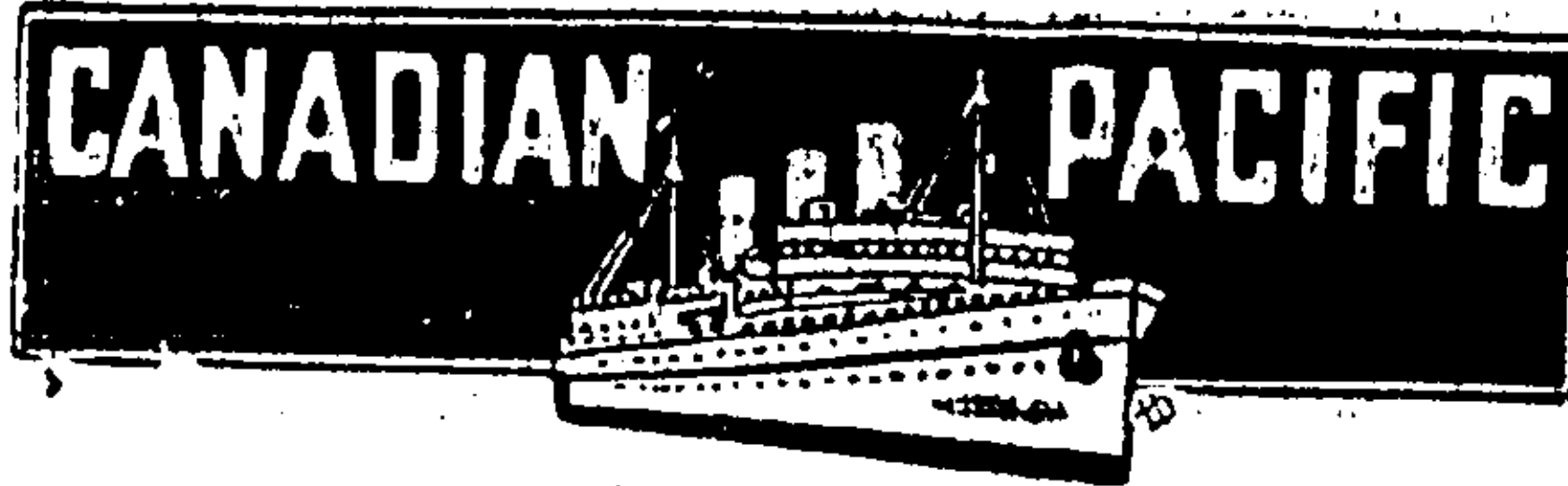
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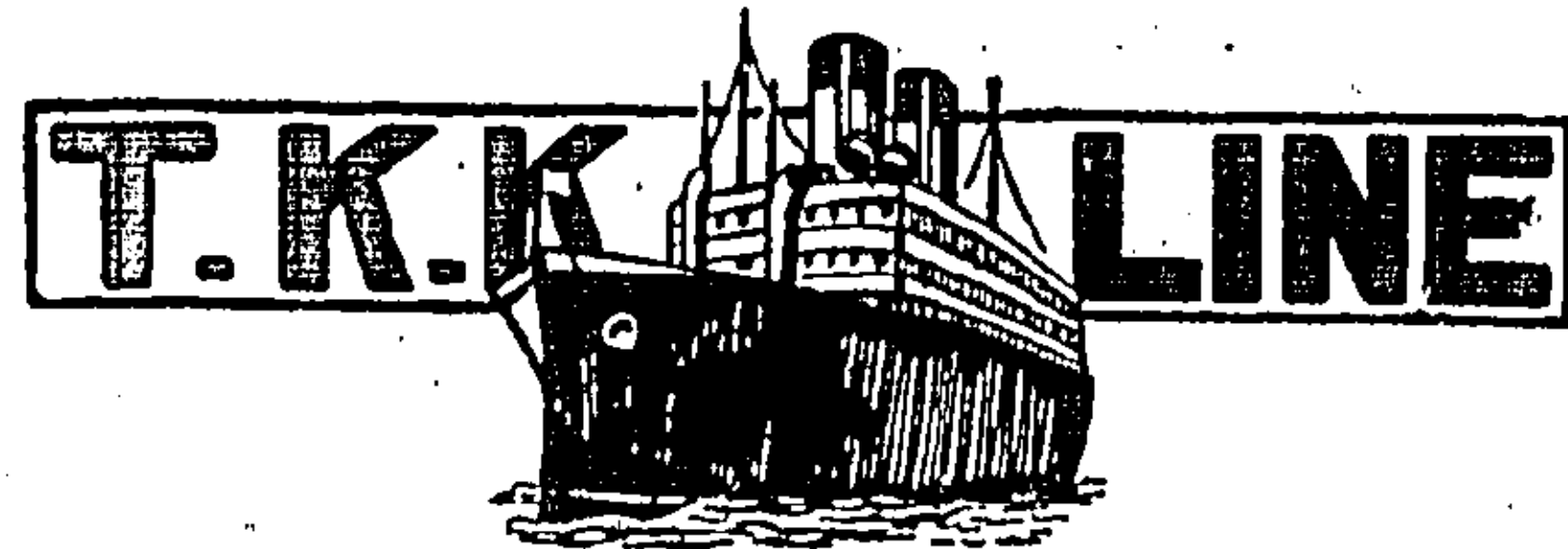
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EMPEROR ARIA	Mar. 5	MONTCLAIR	Mar. 15
EMPEROR CANADA	Mar. 20	MONTCLAIR	Mar. 15

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Feb. 27	Mar. 1	Empress Asia	Mar. 1
Mar. 13	Mar. 15	Empress Canada	Mar. 15

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ANYO MARU	April 15th.

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S.S. Kt COMPANION	via Suez Canal	19th Feb.	
S.S. HRESUS	via Suez Canal	28th Feb.	

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CLAUCUS	16th Feb.	Amsterdam, London & Hamburg
BURYPYLUS	21st Feb.	London, Rotterdam & Hamburg
MERIONES	2nd Mar.	Amsterdam, London & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"BELLEROPHON"	1st Feb.	Mars., St. Nazaire, Havre, L'pool & G'gow
PROTESILAUS	19th Feb.	Genoa, Mars., Liverpool & Glasgow
"ANTIOCHUS"	1st Mar.	Mars., Havre, Liverpool & Glasgow
DOLUS	20th Mar.	Genoa, Marseilles, L'pool & Glasgow

*Via Port Sudan

PACIFIC SERVICE

(via Kobe and Yokohama)

TALHYBIUS	8th Feb.	Victoria, Seattle & Vancouver
TYNDAREUS	3rd Mar.	Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

ATREUS	28th Jan.	Boston, New York, Baltimore via Suez
Kt. COMPANION	19th Feb.	Boston, New York, Baltimore via Suez
RHESUS	28th Feb.	Boston, New York, Baltimore via Suez

PASSENGER SERVICE

PATROCLUS	5th Feb.	for Shanghai
PATROCLUS	10th Mar.	for Singapore, Marseilles & London
ANTENOR	7th Apr.	for Singapore, Marseilles & London
HECTOR	5th May.	for Singapore, Marseilles & London
SARPEDON	16th June.	for Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For Freight and Passage Rates and all Information Apply to:—
BUTTERFIELD & SWIRE AGENTS.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjlsalak	Japan	In Port	30th Jan.	Batavia
Tjlliwong	Java	1st Feb.	5th Feb.	S'hai & Amoy
Tjlbodas	Shanghai	3rd Feb.	5th Feb.	Mak. & S'bia
Tjlsondari	Java	8th Feb.	12th Feb.	Shanghai
Tjleboet	Japan	12th Feb.	14th Feb.	Batavia
Tjlembang	Shanghai	18th Feb.	21st Feb.	Batavia
Tjlkini	Java	23rd Feb.	26th Feb.	S'hai & Amoy
Tjlmancok	Java	8th Mar.	10th Mar.	Java

*Via Makassar
*Via Batavia
The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
For Freight and Passage apply to the
Java-China-Japan Lijn.

CONSIGNEES.

NOTICE TO CONSIGNEES

The Steamship,
"WEST HIMROD"
having arrived from Seattle via ports, on Jan. 26th, 1925 Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned. All broken, chafed & damaged cargo is to be left in the godown, where it will be examined at 10 a.m. on Jan. 31st, 1925, by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which then cannot be recognised. No claims will be recognised after the goods have left the godown, and cargo undelivered on and after 2nd. Feb. 1925, will be subject to rent. No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE.
4, Des Vaux Road,
Hongkong, January, 26th 1925.

NOTICE TO CONSIGNEES

The Steamship
"PRES. JACKSON"
having arrived from Seattle via ports, on 25th January consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned. All broken, chafed & damaged cargo is to be left in the godown, where it will be examined at 10 a.m. on 31st Jan., 1925, by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godown, and cargo undelivered on and after 2nd. Feb. 1925, will be subject to rent. No Fire Insurance whatever will be effected.

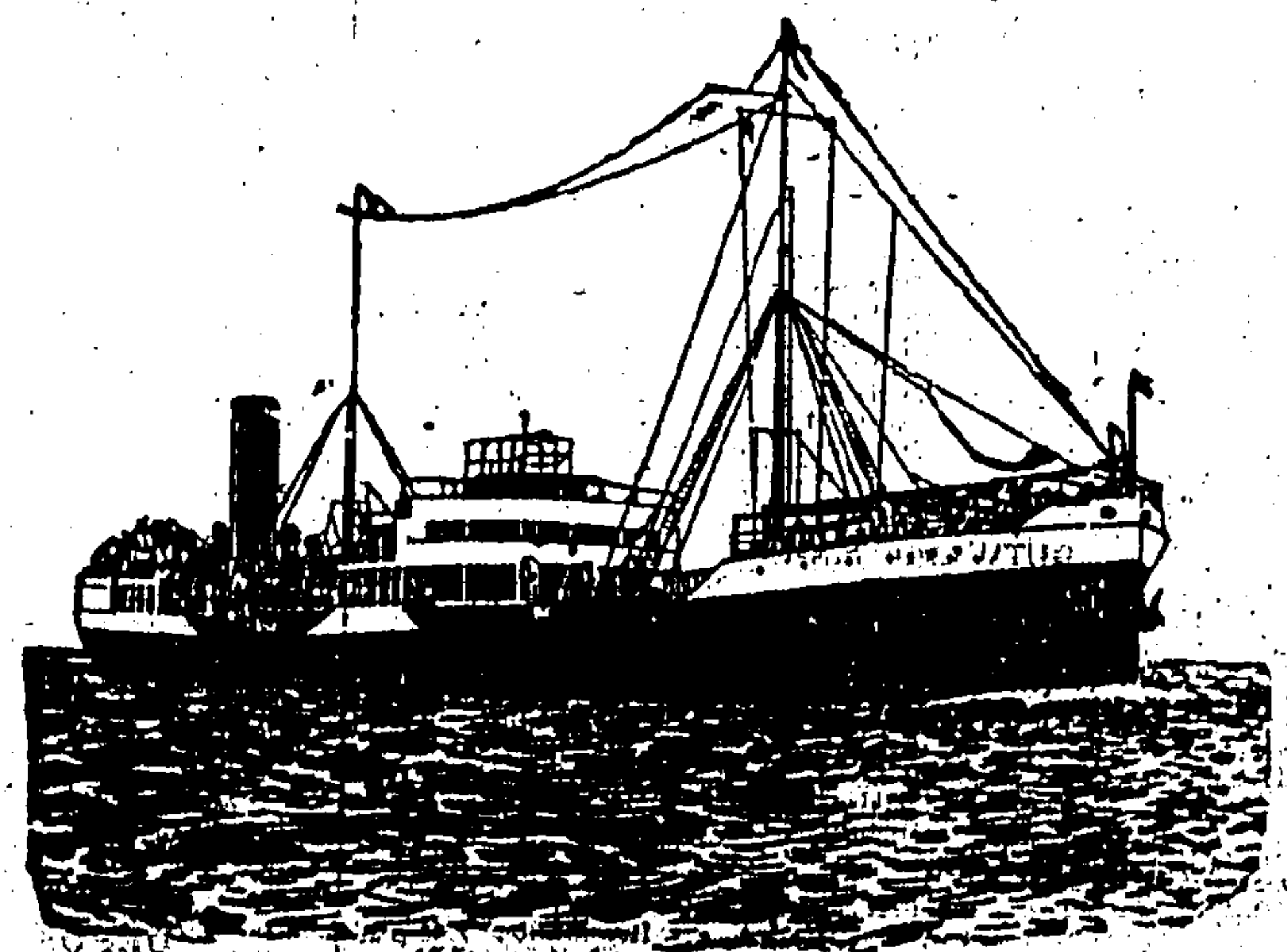
Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE.
4, Des Vaux Road,
Hongkong, Jan., 26th. 1925.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering; First and Second Edition; We stern Union and Watkins, Benson's, Marconi.
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PAUDINA"

112' 0" x 31' 0" x 31' 0" x 5,400 tons d.w. x 3,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE GLOAN SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these works to the same order.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. Sc., M.A., F.R.S., F.R.I., F.R.I.C., F.R.I.M., F.R.I.N.

Shipping Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
DOREIA	10,911	7th Feb. noon	Marseilles & London
DOUGLAS	8,083	8th Feb.	S'pore, Pang, C'bo & B'bay
SARDINIA	6,684	18th Feb.	S'pore, Pang, C'bo & B'bay
CASHMIR	8,963	21st Feb.	M'les, L'don, Hull & Antwerp
MALWA	10,941	7th Mar.	Marseilles & London
SOUDAN	6,696	18th Mar.	S'pore, Pang, C'bo & B'bay
CASHGAR	9,005	21st Mar.	M'les, London & Antwerp
SICILIA	6,813	31st Mar.	S'pore, Pang, C'bo & B'bay
WANTUA	10,902	4th Apr.	Marseilles & London
CARMALA	9,098	18th Apr.	M'les, London & Antwerp
SACEDONIA	11,089	2nd May	Marseilles & London
SARDINIA	6,684	16th May	S'pore, Pang, C'bo & B'bay
NAGOGA	6,854	16th May	Marseilles & London
SOUDAN	6,696	28th May	S'pore, Penang & Calcutta
DOREIA	10,911	30th May	Marseilles & London

BRITISH INDIA-APCAR SAILINGS (South)

TALMA	10,000	7th Feb. 1 p.m.	S'pore, Penang & Calcutta
ILAWA	8,500	16th Feb.	S'pore, Penang & Calcutta
ALAMB	8,500	25th Feb.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ALBANS	4,500	4th Feb.	Manila, S'kan, Thursday Is.
FANDA	6,956	28th Feb.	Townsville, B'bane, S'ney
AFURA	6,000	1st Apr.	and Melbourne.

The E. & A. S. Co., Ltd. steamers will also call at Shanghai, H'kong, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports on route as indicated on offers.
Frequent connections from Australia via the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TALMA	10,000	4th Feb.	Kobe
FANDA	6,956	7th Feb.	Moji & Kobe
MALWA	10,941	7th Feb.	Shanghai, Moji & Kobe
TAIWA	7,936	12th Feb.	Moji & Kobe
CASHGAR	9,005	21st Feb.	Shanghai, Moji & Kobe
SOUDAN	6,696	21st Feb.	Shanghai, Moji & Kobe
FAIRA	7,913	24th Feb.	Moji & Kobe
WANTUA	10,902	7th Mar.	Shanghai & Kobe
ARAFURA	6,000	7th Mar.	Moji, Kobe & Yokohama
SICILIA	6,813	7th Mar.	Shanghai, Moji & Kobe
TALMA	6,949	10th Mar.	Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
P. & O. Bldg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
PE BROOKSHIRE	In Port	GLEN HIEL	17th Feb.
GLENIFFER	12th Feb.	London, Rotterdam & H'burg.	
GLENOGLE	19th Feb.	PE BROOKSHIRE	5th March
GLENSHANE	10th March.	L'don, R'dam & H'burg via Oran	
		GLENOGLE	27th March.
		London, Rotterdam & H'burg	

Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.
THE GLEN LINE, LTD.
AGENTS

Telephone Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave Hk. for M'la Port Banga, Thurs. Is. & A'lian Ports.
TAIWAN	23rd Feb.	28th Feb.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to
Butterfield & Swire.
Telephone Central No. 36. Agents.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at H'g. and Sailings for M'la	Pro. Sailings from H'g. for M'la
AMBOISE			1st Feb.
CHANTILLY			15th Feb.
PORTHOS	1st Jan.	5th Feb.	1st Mar.
ANGKOR	15th Jan.	16th Feb.	15th Mar.
FONTAINEBLEAU	2nd Jan.	2nd Mar.	29th Mar.
ANGERS	12th Jan.	16th Mar.	12th Apr.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
A Class 1st Class £95.0.0 B Class 1st Class £83.0.0
Steamers 2nd Class £68.0.0 Steamers 2nd Class £60.0.0
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BEATS)

S.S. "YANG-TSE" from Dunkirk, London Havre due 3 arrive about end of February.
For full particulars apply to
Messageries Maritimes Co., 3 Queen's Building.

Telephone Central 74

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.
VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through passage rates to Europe via America G. 1403, G. 1420, G. 1440

SHIDZUOKA MARU	Wednesday, 4th Feb. at 11 a.m.
YOKOHAMA MARU	Tuesday, 27th Feb. at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.	
HARUNA MARU	Wednesday, 11th Feb. at 11 a.m.
KAMO MARU	Wednesday, 25th Feb.
HAMBURG via LONDON & ROTTERDAM & Ports.	
DURBAN MARU	Tuesday 17th Mar.
LIVERPOOL via ADEN & MARSEILLES.	
LIMA MARU	Saturday, 8th Feb.
TOBA MARU	Tuesday, 10th Mar.
SYDNEY & MELBOURNE via Manila & Ports.	
MIRIMA MARU	Wednesday, 18th Feb. at 11 a.m.
TANGO MARU	Wednesday, 18th Mar.
NEW YORK and/or BOSTON via PANAMA.	
TAKETOYO MARU	Monday, 16th Feb.
BUENOS AIRES via Singapore, Durban & Cape Town.	
KAMAKURA MARU	Wednesday, 4th Mar.
BOMBAY via Singapore & Colombo.	
CEYLON MARU	Friday, 6th Feb.
HEIJIN MARU	Wednesday, 11th Feb.
CALCUTTA via Singapore, Penang & Rangoon.	
BENGAL MARU	Saturday, 7th Feb.
TOMIURA MARU	Thursday, 19th Feb.
NAKASAKI, KOBE & YOKOHAMA.	
TANGO MARU	Thursday, 12th Feb.
SHANGHAI, KOBE & YOKOHAMA.	
TSURUGA MARU	Monday, 2nd Feb.
SADO MARU	Wednesday, 11th Feb.
ATSUTA MARU	Wednesday, 11th Feb.
KASHIMA MARU	Tuesday, 24th Feb.

For further information apply to—
NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE"	Sails about 2nd Feb.
S.S. "WRAY CASTLE"	Sails about 2nd Mar.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "NUMIDIA"	Sails about 20th Jan.
S.S. "FIUME-L"	Sails about 5th Feb.
S.S. "LACONIA"	Sails about 15th Feb.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA"	Sails about 7th Feb.
S.S. "NUMIDIA"	Sails about 25th Feb.
S.S. "FIUME-L"	Sails about 7th Mar.
S.S. "LACONIA"	Sails about 25th Mar.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI"	Sails about 16th Mar.
S.S. "UMONA"	Sails about 16th Apr.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD.,
Telephone Central 1030. Agents.

ELLERMAN &



STEAMSHIP

BUCKNALL

COMPANY, LTD.

Projected Sailings from Hongkong
Subject to alteration.

City of Tokio	15th Jan. M'les, L'don, R'dam, H'burg & Antwerp
City of Karachi	29th Jan. Marseilles, London, etc.
City of Baroda	4th Mar. Marseilles, London, etc.
Trafalgar Hall	11th Apr. Marseilles, London, etc.

A Class. B Class.

FARES TO LONDON.

Single 1st Class A £92, B £84, Single 2nd Class A £62, B £56.
Cargo Steamers Saloon Passage £62.

For further particulars apply to
HOLYOAK MASSEY & CO., LTD. THE BANK LINE LTD.
CANTON, Tel. Central 4791.

COAST SHIPPING.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haining	W. C. Passmore	FRI. 30th Jan. at 4 p.m.
Haihong	Ellis Walker	TUES. 3rd Prox. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haihong" & "Haibing" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

KONINKLYKE PAKETVAART
MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 12th Feb.

For SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths. English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies and Australia.

Agents:—JAVA CHINA JAPAN LIJN.

Telephone Central No. 1574. York Building, Charter Road.

AMERICAN FAR EAST LINE.

Operated for

United States Shipping Board

By Struthers and Barry, Managing Operators.

REGULAR FAST FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.

23 days to San Francisco	28 days to Los Angeles
U.S.S.B. "West Prospect"	Due Hongkong 2nd Feb.
	Leaves Hongkong 3rd Feb.
U.S.S.B. "West Chopaka"	Due Hongkong 14th Feb.
	Leaves Hongkong 16th Feb.

Cargo Accepted for Transshipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. & Canadian Overland Points

To Haiphong, Manila, Cebu and Zamboanga.

U.S.S.B. "West Ivan" Due Hongkong 10th Feb.
Leaves Hongkong 12th Feb.

To Manila, Saigon, Singapore and Zamboanga.

U.S.S.B. "West Cajot" Due Hongkong 5th Mar.
Leaves Hongkong 7th Mar.

Through bills of lading issued to all ports not served

For Full Information apply to

STRUTHERS & BARRY.

L. Everett, Inc. 1st Floor Queen's Building.
General Agents, G. P. BRADFORD, Res Agent.
Japan China, Philippine Islands, Indo-China, Straits Settlements & India Phone Central No. 3008.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG.
Sailing from Hongkong.

FOR CANTON	S.S. "TAIKWA MARU" on or about 11th Nov.
FOR HAIPHONG via H'kong & Pakhoi	S.S. "TAIKWA MARU" on or about 14th Nov.
FOR KEELUNG via Swatow & Amoy	S.S. "CHUKWA MARU" on or about 17th Nov.

For further particulars, please apply to—
Branch Office, MATARAI, AGENT,
No. 37, Bonham Strand, West. Top Floor, King's Building,
Tel. Central No. 155. Tel. Central No. 140 & 4457.

DOLLAR STEAMSHIP LINE

S.S. "STUART DOLLAR" sailing February 12th.

For Los Angeles and San Francisco.

For freight and further particulars apply to

DOLLAR STEAMSHIP LINE

Hongkong & Shanghai Bank Building.

Telephone Central 2177, 2478 & 700

CONSIGNEES.

NOTICE TO CONSIGNEES.

SERVICES
CONTRACTUELS DES MES-
SAGERIES MARITIMES

The Steamship

"M I N"

Consignees of cargo from Dunkirk, Antwerp, Middlesbrough, Manchester, London, Port Said &c. and also cargo from Cognac & La Pallice ex S/S "Ct. Dofise".

In connection with above Steamers are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon when delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon Friday the 23rd inst. requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Thursday, the 29th January 1925, will be subject to rent and lading charges.

All claims must be sent in to me on or before Saturday, the 31st 1925, or they will not be recognized.

All damaged packages will be examined on Thursday the 29th inst. at 10 a.m. by Messrs. Goddard & Douglas. No Fire Insurance has been effected.

R. RODENFUSER, Agent.

Hongkong, January 22nd 1925.

NOTICE.

FOR THE COMING RACES



CARL ZEISS JENA

Sole Agents for China,

Carlowitz & Co.

Bank of China Building,

Phone C. 873.

Obtainable from

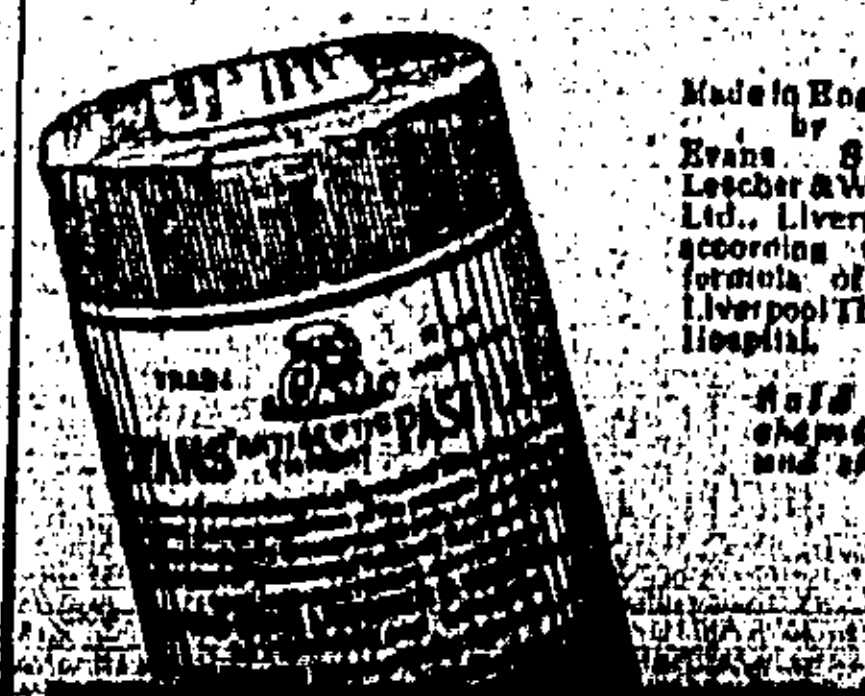
All leading Stores



Strengthen the voice and sweeten the breath

Protect throat and lungs from infection. An occasional Evans' Pastille will kill all the germs of chill, cold, influenza and catarrh at once. When buying, make sure of the name EVANS upon the bottle—your guarantee of the genuine.

EVANS' Pastilles



HOTELS.

THE HONGKONG
HONGKONG HOTEL: REPULSE; DAY HOTEL: ORAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG"
AND
SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL
GRAND HOTEL KALER, MAJESTIC HOTEL
Telegraphic Address: "CENTRAL SHANGHAI"
HOTELS.
LIMITED
In association with the Grand Hotel
Des Wagons Lits, Ltd. Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL KOWLOON.

First Class Billiard Room & Saloon ar.

Electric Lift and Telephone to each Floor.
Tels. 1,608 and 1,609. Cable address:—KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

JING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address "VICTORIA"
J. WITCHELL, Manager.

THE EUROPE HOTEL.

COMFORT—FOOD—MUSIC—DANCING

Terms:—A la carte or Inclusive.

The after-dinner dances are held every Tuesday
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe, Singapore." ARTHUR E. ODELL,
Telephone 2740. Managing Director.

THEATRE ROYAL

FIVE CONCERTS ONLY

Commencing Feb., 3rd. to Saturday, 7th.

at 9.30 p.m.

WORLD RENOWNED QUARTETTE

INCLUDING:

DOROTHY DAWSON CAMPBELL (Pianiste)

MELSA (Violinist)

PERCIVAL GARRATT (Accompanist)

HERBERT CAVE (Tenor)

Change of programme nightly.

Prices \$4.00, \$2.00 and \$1.00. Booking at Montries.

QUEEN'S THEATRE

To-day to Monday, the 2nd February

at 2.30, 5.15, 7.15 & 9.15 p.m.

MARY PHILBIN

The "Merry-Go-Round" Girl

— in —

"FOOLS HIGHWAY"

An Universal-Jewel De Luxe

Also

To-day at 5.15 and 9.15 p.m.

Sunday at 9.15 p.m. only.

MANILA VAUDEVILLE COMPANY

Sunday at 6.00 p.m.: "FOOLS HIGHWAY" only.



We have just
received a large
assortment of—

Dresses

and

Hats

in the latest

PARIS STYLES

An opportunity to secure
distinctive apparel for the
forthcoming Races at
attractive prices.

MADAME FLINT

CHINA BUILDING—HONGKONG.

PASSENGERS DEPARTED.

Per s.s. President Lincoln for
San Francisco and ports, January
31.—Miss J. Allen, Mr. A. L. An-
derson, Dr. R. M. Atwater, Mr.
and Mrs. M. S. Benson, Master
M. L. Benson, Mr. and Mrs. E. T.
Byrne, Dr. H. S. Barrie, Dr. Nel-
son Bell, Mr. D. Black, Dr. J. R. B.
Branch, Mr. W. F. Barnes, Mrs.
E. H. Berkalew, Mr. Geo. W.
Berkalew, Mr. Don Burdick, Mr.
Chen, Miss E. Case, Mr. C. Champ-
kin, Mr. H. Collier, Mr. L. Coul-
cher, Mr. C. F. Crellin, Dr. E. C.
Cundall, Dr. T. Y. Chang, Dr. P. B.
Cousland, Mrs. P. B. Cousland, Dr.
and Mrs. H. Owen Chapman, Dr.
A. M. Dunlop, Miss Ethel Davis,
Mr. J. K. Ewing, Mr. V. Evans,
Dr. P. S. Evans, Dr. S. A. Ellerbek,
Mr. Fred Ellis, Mr. S. G. Fenton,
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